

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ALBANY, OR

ALBANY MUNI **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL **RNAV (GPS) Rwy 26¹²**
VOR Rwy 8³

¹NA when local weather not available.

²Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

³Category C, 800-2½; Category D, 900-3.

AURORA, OR

AURORA STATE **LOC Rwy 17¹**
RNAV (GPS) Rwy 17²³
RNAV (GPS) Rwy 35²

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.

BAKER, MT

BAKER MUNI **NDB Rwy 13¹**
NDB Rwy 31²

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

²Categories A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI **RNAV (GPS) Rwy 13¹²**
VOR-A¹³
VOR/DME Rwy 13²⁴

¹NA when local weather not available.

²Category D, 900-2½.

³Categories A,B, 1900-2; Categories C,D,
1900-3.

⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS
BELLINGHAM, WA

BELLINGHAM INTL **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD **VOR Rwy 31**
Category D, 800-2½.

BILLINGS, MT

BILLINGS LOGAN
INTL **NDB Rwy 10L¹**
RNAV (GPS) Rwy 10L²
RNAV (GPS) Rwy 28R³

¹Category D, 800-2½.

²Categories A,B,C,D, 800-2½.

³Categories A,B, 900-2; Categories C,D,
900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN
FIELD) **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L

Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD **RNAV (GPS)-A¹**
VOR Rwy 12²

¹Categories A, B, 1900-2; Categories C, D,
1900-3.

²Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19¹

NA when local weather not available.

¹Categories A,B, 1200-2; Categories C,D,
1200-3.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS
BUFFALO, WY
 JOHNSON COUNTY RNAV (GPS) Rwy 31¹
 VOR/DME Rwy 31²

NA when local weather not available.

¹Category D, 800-2¼.

²Category C, 800-2¼; Category D, 800-2¼.

BURLEY, ID
 BURLEY MUNI VOR-A
 VOR/DME-B

NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA
 SKAGIT RGNL NDB Rwy 10¹
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28

NA when local weather not available.

¹Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR
 BURNS MUNI VOR Rwy 30
 Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT
 BERT MOONEY ILS Y Rwy 15¹
 LOC/DME Rwy 15²
 RNAV (GPS) Y Rwy 15³
 RNAV (GPS) Z Rwy 15,1200-2
 VOR or GPS-B,1400-3
 VOR/DME or GPS-A,3000-3

¹Categories A, B, C, 1200-4.

²Categories A,B, 1300-2; Categories C,D, 1300-3.

³Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID
 CALDWELL
 INDUSTRIAL RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30

NA when local weather not available.

CASPER, WY
 CASPER/NATRONA
 COUNTY INTL ILS or LOC Rwy 3
 ILS, Categories A,B, 800-2; Category C 800-2¼; Category D, 800-2¼; Category E, 900-3.
 LOC, Category C, 800-2¼; Category D, 800-2¼; Category E, 900-3.

NAME ALTERNATE MINIMUMS
CHEYENNE, WY
 CHEYENNE RGNL/JERRY OLSON
 FIELD ILS or LOC Rwy 27¹
 NDB Rwy 27¹
 RNAV (GPS) Rwy 9²
 RNAV (GPS) Rwy 13²
 RNAV (GPS) Rwy 31²

¹NA when control tower closed.

²NA when local weather not available.

CODY, WY
 YELLOWSTONE
 REGIONAL RNAV (GPS) Rwy 22¹
 VOR or GPS-A²

¹Category C, 800-2¼; Category D, 200-2¼.

²Category D, 900-3.

COEUR D'ALENE, ID
 COEUR D'ALENE-PAPPY
 BOYINGTON FIELD ILS or LOC/DME Rwy 5
 NDB Rwy 5
 RNAV (GPS) Rwy 5
 VOR Rwy 5
 VOR/DME Rwy 1

NA when local weather not available.

CORVALLIS, OR
 CORVALLIS MUNI RNAV (GPS) Rwy 35¹
 VOR-A²

¹NA when local weather not available.

²Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA
 DEER PARK RNAV (GPS) Rwy 34
 NA when local weather not available.

DILLON, MT
 DILLON VOR or GPS-A,1500-3
 VOR/DME or GPS-B

NA when Dillon altimeter setting not available.

DOUGLAS, WY
 CONVERSE COUNTY VOR Rwy 29
 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA
 ORCAS ISLAND RNAV (GPS)-A
 Categories A, B, 1100-2.
 NA when local weather not available.

ELLENSBURG, WA
 BOWERS FIELD RNAV (GPS) Rwy 25¹
 RNAV (GPS) Rwy 29
 VOR-B²

NA when local weather not available.

¹Category D, 800-2¼.

²Category A, 1500-2.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS
HELENA, MT
 HELENA RGNL **ILS or LOC Y Rwy 27¹²**
 ILS or LOC Z Rwy 27¹²
 LOC/DME BC-C¹³
 NDB-D¹⁴
 RNAV (GPS) Y Rwy 9⁵
 RNAV (GPS) Rwy 23⁶
 RNAV (GPS) X Rwy 27⁵
 RNAV (RNP) Z Rwy 9⁷
 RNAV (RNP) Y Rwy 27⁷
 RNAV (RNP) Z Rwy 27⁷⁹
 VOR-A⁸
 VOR/DME-B⁶

¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3.

³Categories A, B, 1300-2; Categories C, D, 1300-3.

⁴Category A, 1200-2.

⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

⁷NA when local weather not available.

⁸Categories A, B, 2900-2; Categories C, D, 2900-3.

⁹1000-4.

HOQUIAM, WA

BOWERMAN **RNAV (GPS) Rwy 24¹**
 VOR/DME Rwy 24²
 VOR Rwy 6¹

¹Category D, 800-2½.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL **ILS or LOC Rwy 20¹**
 LOC BC Rwy 2²
 RNAV (GPS) Y Rwy 2³
 RNAV (GPS) Y Rwy 20³
 VOR Rwy 20³

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

³NA when local weather not available.

JACKSON, WY

JACKSON HOLE **RNAV (GPS) X Rwy 1¹**
 RNAV (GPS) Y Rwy 19¹
 RNAV (RNP) Y Rwy 1, 10681200-4
 VOR/DME Rwy 1²
 VOR/DME Rwy 19³

¹Categories A,B, 1200-2; Categories C,D, 1200-3.

²Categories A,B,1000-2; Categories C,D, 1000-3.

³Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS
JEROME, ID
 JEROME COUNTY **RNAV (GPS) Rwy 9**
 RNAV (GPS) Rwy 27¹
 VOR/DME-A

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
 OGILVIE FIELD **RNAV (GPS) Y Rwy 9**
 Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL **ILS or LOC Rwy 2¹**
 RNAV (RNP) Y Rwy 2¹
 RNAV (RNP) Rwy 20, 800-2½²

¹ILS, Categories C, D, 700-2.

²NA when local weather not available.

KELSO, WA

SOUTHWEST
 WASHINGTON RGNL **RNAV (GPS) Rwy 12**
 Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS **ILS or LOC/DME Rwy 32¹**
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Rwy 32³
 VOR/DME or TACAN Rwy 14⁴
 VOR/DME or TACAN Rwy 32⁴

¹ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

²Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

³Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

⁴Category B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY **VOR/DME-A**
 Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2½.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE

COUNTY RNAV (GPS) Y Rwy 8¹
RNAV (GPS) Y Rwy 26¹
RNAV (RNP) Rwy 30²
RNAV (RNP) Z Rwy 8²
RNAV (RNP) Z Rwy 12²
RNAV (RNP) Z Rwy 26²
VOR Rwy 8³
VOR Rwy 26¹
¹Category D, 800-2½.

²NA when local weather not available.

³Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7
VOR Rwy 7

Category D, 800-2½.

LIVINGSTON, MT

MISSION FIELD VOR/DME-B¹
VOR-A²
¹Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI RNAV (GPS) Rwy 16¹
RNAV (GPS) Y Rwy 34²
RNAV (GPS) Z Rwy 34³⁴
¹Category C, 900-2½.

²Categories A, B, 1600-2; Categories C, D, 1600-3.

³NA when local weather not available.

⁴Category C, 900-2½; Category D, 1000-3.

MC MINNVILLE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.

Category D 800-2½.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwy 14¹²
LOC/DME BC-B²³
RNAV (GPS)-D³
RNAV (GPS) Rwy 14⁴
VOR-A⁵
VOR/DME-C³
VOR/DME Rwy 14⁵
¹ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.

²NA when control tower closed.

³Categories A, B, 2300-2; Categories C, D, 2300-3.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Categories A, B, 1400-2; Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ILS Z Rwy 11¹
RNAV (GPS)-D²
RNAV (GPS) Y Rwy 11³⁴
RNAV (RNP) Z Rwy 11²,800-2½
VOR/DME-A⁵
VOR/DME-B⁶
¹NA when control tower closed.

²Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

³NA when local weather not available.

⁴Categories A, B, 1900-2; Categories C, D, 1900-3.

⁵Categories A, B, 2000-2; Categories C, D, 2000-3.

⁶Categories A, B, 1800-2; Categories C, D, 1800-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R¹
NDB Rwy 32R²
RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 14L¹
RNAV (GPS) Rwy 22¹
VOR Rwy 4²
VOR -1 Rwy 14L²
VOR -3 Rwy 14L²
VOR Rwy 22²
VOR Rwy 32R²
¹NA when local weather not available.

²NA when control tower closed.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

NEWCASTLE, WY

MONDELL FIELD **VOR or GPS Rwy 31**
 NA except for operators with approved weather
 reporting service.
 Categories A,B, 900-2; Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON

RGNL **ILS or LOC Rwy 4¹**
NDB Rwy 4²
RNAV (GPS) Y Rwy 4²
VOR-A³
VOR/DME-B²
VOR/DME Rwy 4⁴

¹ILS, Categories A, B, 800-2; Category C, 900-2½; Category D, 1100-3. LOC, Category C, 900-2½; Category D, 1100-3.

²Category C, 900-2½; Category D, 1100-3.

³Categories A, B, 1200-2; Categories C, D, 1200-3.

⁴Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG **RNAV (GPS) Rwy 7**
 NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL **ILS or LOC Rwy 17^{1,2,3}**
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 35²
VOR-A^{2,4}
VOR/DME Rwy 35²

¹ILS, Categories C, D, 700-2.

²NA when local weather not available.

³NA when control tower closed.

⁴Category D, 800-2½.

ONTARIO, OR

ONTARIO MUNI **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES **ILS or LOC Rwy 21R^{1,2}**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R³
VOR/DME Rwy 30

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT

PENDLETON **ILS or LOC/DME Rwy 25¹**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7

NA when local weather not available.

¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ

FIELD **NDB-A¹**
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL **ILS or LOC Rwy 21¹**
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 21²

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R

FAIRCHILD INTL **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8¹
RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ILS or LOC Rwy 10L¹
 ILS or LOC Rwy 10R²
 ILS or LOC Rwy 28L³
 ILS or LOC Rwy 28R⁴
 LOC/DME Rwy 21⁵
 RNAV (GPS) Rwy 10L⁵
 RNAV (GPS) Rwy 10R⁵
 RNAV (GPS) Rwy 12⁶
 RNAV (GPS) Rwy 28L⁵
 RNAV (GPS) Rwy 28R⁵
 VOR/DME Rwy 21⁵
 VOR-A⁷
 VOR Rwy 28R⁵

¹ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A, B, C, 900-2; Category D, 1000-3; Category E, 1200-3.

³ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3; Category E, 1200-3. LOC, Category D, 1000-3; Category E, 1200-3.

⁴ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶NA when local weather not available.

⁷Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30

NA when local weather not available.

¹Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE NDB or GPS-A
 Categories A,B, 1100-2; Category C, 1100-3;
 Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW
 MUNI RNAV (GPS) Rwy 5,800-2¼

RAWLINS, WY

RAWLINS MUNI/
 HARVEY FIELD RNAV (GPS) Rwy 22¹
 VOR/DME Rwy 22²

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

²Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ILS or LOC Rwy 22¹
 VOR/DME Rwy 22²
¹ILS, LOC, Category D, 800-2¼; Category E, 800-2½.
²Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI NDB Rwy 16¹
 RNAV (GPS) Y Rwy 16²
 NA when local weather not available.
¹Categories A, B, 1000-2; Categories C, D, 1000-3.
²Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON
 COUNTY RNAV (GPS) Rwy 35
 NA when local weather not available.
 Category D, 800-2½.

RICHLAND, WA

RICHLAND NDB Rwy 19¹
 RNAV (GPS) Rwy 19¹
 RNAV (GPS) Rwy 26¹
 VOR/DME-A²
 VOR Rwy 26¹

¹Category D, 800-2½.

²Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ILS or LOC Rwy 28
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28
 VOR Rwy 10
 VOR Rwy 28
 NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL RNAV (GPS)-B
 NA when local weather not available.
 Categories A, B, 1200-2; Category C, 1200-3;
 Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 31¹²
 LOC/DME Rwy 31³
 RNAV (GPS) Rwy 31¹³
¹NA when local weather not available.
²ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
³Category D, 800-2½.

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ALTERNATE MINS

M8



NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY RNAV (GPS)-D

NA when local weather not available.

Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL

AIRPARK VOR/DME or GPS-A

Category B, 900-2; Category C, 1000-2½;

Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY

INTL ILS or LOC Rwy 31L¹

LOC/DME Rwy 13R²

RNAV (GPS) Y Rwy 13R³

RNAV (RNP) Z Rwy 13R⁴
¹Category A, 800-2; Category B, 900-2;
Category C, 900-2½; Category D, 1000-3.

²Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

³Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

⁴Categories A, B, C, D, 800-2½.

SHERIDAN, WY

SHERIDAN

COUNTY ILS or LOC/DME Rwy 32

RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

VOR Rwy 14

NA when local weather not received.

Category D, 800-2½.

SIDNEY, MT

SIDNEY-RICHLAND MUNI NDB Rwy 1¹

NDB Rwy 19²

RNAV (GPS) Rwy 1³

RNAV (GPS) Rwy 19³

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.

²Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R¹

RNAV (GPS)-A²

RNAV (GPS) Rwy 3L²

VOR Rwy 3L^{3,4}
¹Categories A,B, 1000-2; Category C, 1000-2½.

²Categories A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

³Categories A, B, 1000-2; Categories C, D,
1000-3.

⁴NA when local weather not available.

SPOKANE INTL ILS or LOC Rwy 3¹

RNAV (GPS) Rwy 3²

VOR Rwy 3³
¹ILS, Category D, 700-2.

²Category D, 800-2½.

³Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ILS Rwy 17¹

NDB Rwy 35¹

RNAV (GPS) Rwy 17^{1,2}

RNAV (GPS) Rwy 35^{2,3}
¹NA when control tower closed.

²Category D, 800-2½.

³NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/

THE DALLES MUNI RNAV (GPS)-A

Categories A,B, 1100-2; Category C, 1100-3;

Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY

RGNL ILS or LOC Rwy 25¹

NDB Rwy 25

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

VOR Rwy 7²

NA when local weather not available.

¹ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

²Category C, 800-2½; Category D, 800-2½.

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ALTERNATE MINS

M8

NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ILS or LOC Rwy 20¹
 ILS or LOC Y Rwy 20¹³
 ILS or LOC/DME Z Rwy 20²³
 NDB Rwy 20, 1000-3
 RNAV (GPS) Rwy 2³⁴
 RNAV (GPS) Rwy 16⁴
 RNAV (GPS) Rwy 20⁴
 VOR/DME Rwy 2⁴

¹ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.

²ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

WENATCHEE, WA

PANGBORN

MEMORIAL ILS Y Rwy 12, 1300-4
 RNAV (RNP) Rwy 12, 1200-4
 VOR/DME-C¹²
 VOR/DME-A³

¹NA when local weather not available.

²Categories A, B, 1500-2; Categories C, D, 1500-3.

³Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI VOR or GPS Rwy 16
 Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/

MCALLISTER FIELD ILS Y Rwy 27, 600-2½¹
 LOC/DME BC-B¹²
 RNAV (GPS) Y Rwy 27³
 VOR/DME or TACAN Rwy 27⁴
 VOR-A⁵

¹NA when control tower closed.

²Category D, 800-2½.

³Category C, 800-2½; Category D, 800-2½.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Category C, 800-2½; Category D, 800-2½.

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RADAR MINS

10210

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA)

ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 ▽ ▲ NA

	RWY	GS/TCH/RP	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	6321/24	200 (200-½)			
ASR	9		ABC	6500-1	357 (400-1)	DE	6500-1½	357 (400-1½)
	27		ABC	6520/24	399 (400-½)	DE	6520/50	399 (400-1)
CIR	ALL		AB	6660-1	501 (600-1)	C	6660-1½	501 (600-1½)
			D	6720-2	561 (600-2)	E	6960-2¾	801 (900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF), FORT LEWIS, WA (Amdt 1 10210 USA)

ELEV 300

RADAR - (E) 128.2 139.925 239.0 317.4 ▽ ▲ NA

	RWY	GS/TCH/RP	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	15	3.0°/55/853	ABCD	499/24	200	(200-½)
	33	3.0°/39/729	ABCD	500-½	200	(200-½)

¹Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:

Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

NW-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10210

N1

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RADAR MINS

10210



RADAR INSTRUMENT APPROACH MINIMUMS

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

ELEV 193

A J EISENBERG


RADAR - 118.2 285.65   NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	7		AB CD	620-1 NA	427	(500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN)

ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR ¹	14 ^{5 12} 32 ^{7 14} 7 ^{3 11} 25 ^{2 13}	3.0°/48/947 3.0°/34/772 3.0°/50/961 3.0°/40/718	ABCDE ABCDE ABCDE ABCDE	139- ¹ / ₄ 297- ¹ / ₂ 125- ¹ / ₂ 228- ¹ / ₂	100 250 100 200	(100- ¹ / ₄) (300- ¹ / ₂) (100- ¹ / ₂) (200- ¹ / ₂)
W/O GS	7 14 ^{7 12} 32 ^{8 10} 25 ^{6 13}		ABCDE AB CDE ABC DE AB C D E	300-1 360- ¹ / ₂ 360- ³ / ₄ 500- ³ / ₄ 500-1 620- ¹ / ₂ 620-1 620-1 ¹ / ₄ 620-1 ¹ / ₂	275 321 321 453 453 593 593 593 593	(300-1) (400- ¹ / ₂) (400- ³ / ₄) (500- ³ / ₄) (500-1) (600- ¹ / ₂) (600-1) (600-1 ¹ / ₄) (600-1 ¹ / ₂)
ASR	7 ¹¹ 14 ^{4 12} 32 ^{8 12}		AB C DE AB C D E AB C D E	460-1 460-1 ¹ / ₄ 460-1 ¹ / ₂ 620- ¹ / ₂ 620-1 620-1 ¹ / ₄ 620-1 ¹ / ₂ 680- ¹ / ₂ 680-1 ¹ / ₄ 680-1 ¹ / ₂ 680-1 ³ / ₄	435 435 435 581 581 581 581 633 633 633 633	(500-1) (500-1 ¹ / ₄) (500-1 ¹ / ₂) (600- ¹ / ₂) (600-1) (600-1 ¹ / ₄) (600-1 ¹ / ₂) (700- ¹ / ₂) (700-1 ¹ / ₄) (700-1 ¹ / ₂) (700-1 ³ / ₄)

NW-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10210

N2

23 SEP 2010 to 21 OCT 2010

RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

25 ^{10 11}	A	780-½	753	(800-½)
	B	780-¾	753	(800-¾)
	C	780-1¾	753	(800-1¾)
	D	780-2	753	(800-2)
	E	780-2¼	753	(800-2¼)
CIRCLING 7, 14, 25, 32 ⁹	A	740-1	693	(700-1)
	B	800-1¼	753	(800-1¼)
	C	800-2¼	753	(800-2¼)
	D	860-2¾	813	(900-2¾)
	E	1120-3	1073	(1100-3)
CIRCLING 25 ⁹ ASR	A	780-1	733	(800-1)
	B	800-1¼	753	(800-1¼)
	C	800-2¼	753	(800-2¼)
	D	860-2¾	813	(900-2¾)
	E	1120-3	1073	(1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile. ³Missed approach minimum climb rate 226'/NM until reaching 3000. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁷When ALS inop, increase vis CAT ABCDE to 1 mile. ⁸When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles. ⁹When Circling to RWY 32, increase vis CAT A to 1¾ mile. ¹⁰When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles, CAT E to 2¾ miles. ¹¹Amdt 1. ¹²Amdt 2. ¹³Amdt 3. ¹⁴Amdt 4.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI
DEPARTURE: **Rwy 34**, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16**, turn right.
Rwy 34, turn left. All aircraft climb direct CVO VOR/
DME and continue climb in CVO VOR/DME holding
pattern. (E, right turns, 261° inbound) to cross CVO
VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 417'
per NM to 9000, or 2800-3 for climb in visual conditions.
Rwy 17, std. w/ min. climb of 321' per NM to 10200, or
2800-3 for climb in visual conditions. **Rwy 22**, NA-
obstacles. **Rwy 35**, std. w/ min. climb of 369' per NM to
9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35**, climbing right
turn to 10200 via heading 130° and CPN VOR/DME R-
340 to CPN VOR/DME, continue climb-in-hold to 10200
(north, left turn, 166° inbound), or for climb in visual
conditions, cross Bowman Field Airport at or above 7700
then proceed via CPN R-309 to CPN VOR/DME,
continue climb-in-hold to 10200 (north, left turn, 166°
inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD (CONT)

Rwy 17, climbing left turn to 10200 via heading 100° and
CPN VOR/DME R-335 to CPN VOR/DME, continue
climb-in-hold to 10200 (north, left turn, 166° inbound), or
for climb in visual conditions, cross Bowman Field
Airport at or above 7700 then proceed via CPN R-309 to
CPN VOR/DME, continue climb-in-hold to 10200 (north,
left turn, 166° inbound).

NOTE: **Rwy 17**, multiple trees beginning 865' from
departure end of runway, 243' left of centerline, up to 70'
AGL/5097' MSL. Rod on hangar 570' from departure
end of runway, 278' left of centerline, 54' AGL/5054'
MSL. Multiple trees beginning 787' from departure end
of runway, 165' right of centerline, up to 70' AGL/5098'
MSL. Multiple transmission lines beginning 4602' from
departure end of runway, 1664' right of centerline, 80'
AGL/5159' MSL. **Rwy 35**, multiple transmission lines
beginning 2242' from departure end of runway, 964' left
of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles.
DEPARTURE PROCEDURE: Use JATTS
DEPARTURE.



ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11**, 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34**, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwy 16, climb direct to WATON LOM. **Rwys 29, 34**, turn left. All aircraft climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8, 31**, turn left.

Rwy 13, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17**, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35**, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13**, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31**, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY, OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K).

Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8, 13**, turn left.

Rwys 26, 31, 35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34**, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16**, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34**, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. Multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)

AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 8400 via BPI R-124. **Rwy 31**, climb to 10800 via BPI R-320 thence all aircraft climb on course.





BILLINGS, MT

BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 10L**, Climb heading 098° to 4600 before turning right.

NOTE: **Rwy 10L**, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25**, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI)

AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERSFERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 20**, use KARPS (RNAV) DEPARTURE.

BOZEMAN, MT

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 12, 30**, use BOZEMAN DEPARTURE.

BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, thence... **Rwy 19**, Climb to 6000 direct CAN NDB, thence...

...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: **Rwy 1**, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19**, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO, WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13, 31, 2400-2 or std. w/min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. w/min. climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft:

Rwy 13, turn left. **Rwy 31**, climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13**, climb straight ahead.

Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI (BYI)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 2**, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6**, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 2**, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6**, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.





BURLINGTON MOUNT VERNON, WA

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17' AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800. DEPARTURE PROCEDURE: **Rwys 4, 10, 22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30**, climbing left turn, thence... All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: Rwy 21, pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15**, std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29**, std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 29**, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 33**, climb direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL.

Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. **Rwy 33**, flagpole 1095' from departure end of runway, 730' left of centerline, 64' AGL/5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30**, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30**, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 8, 12**, turn left.

All other runways, turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.



CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13**, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27**, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31**, multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22**, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22**, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4**, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22**, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24**, use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 9, 17**, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35**, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. ...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9**, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27**, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35**, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.



DEER PARK, WA

DEER PARK (DEW)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16**, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22**, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34**, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4**, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16**, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22**, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34**, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21**, NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23**, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11**, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23**, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29**, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5**, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23**, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, NA-Terrain. **Rwy 34**, 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34**, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34**, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11**, 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25**, 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29**, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29**, climbing right turn direct ELN VORTAC. **Rwys 11, 25**, climbing left turn direct ELN VORTAC. **All aircraft**, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2300 before proceeding on course. **Rwy 11**, climb heading 112° to 2200 before proceeding on course. **Rwy 21**, climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD (EUG)

AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb heading 163° to 1000 then climbing right turn... **Rwys 34L, 34R**, climb heading 343° to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16L**, multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. **Rwy 16R**, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. **Rwy 34L**, tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. **Rwy 34R**, tree 2897' from DER, 806' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.



EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading
050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR
VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for
direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of
353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R**, climbing
right turn, thence... **Rwys 29, 34L/R**, climbing left turn,
thence...

...for aircraft departing via V287 west bound, climb via
PAE VOR/DME R-236 to 3000. All others, climb direct
PAE VOR/DME, climb in PAE VOR/DME holding
pattern (NW, RT, 149° inbound) to MEA for route of
flight before proceeding on course.

NOTE: **Rwy 11**, multiple antennas on building, rod on
obstruction light, and trees beginning 326' from
departure end of runway, 387' right of centerline, up to
85' AGL/664' MSL. Tree 1156' from departure end of
runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy
16L**, multiple trees and pole beginning 588' from
departure end of runway, 220' left of centerline, up to 118'
AGL/697' MSL. Multiple trees, pole, and building
beginning 449' from departure end of runway, 162' right
of centerline, up to 78' AGL/657' MSL. **Rwy 16R**,
multiple trees beginning 1228' from departure end of
runway, 168' left of centerline, up to 140' AGL/699' MSL.
Multiple trees beginning 707' from departure end of
runway, 158' right of centerline, up to 118' AGL/687'
MSL. **Rwy 29**, multiple trees beginning 45' from
departure end of runway, 66' left of centerline, up to 111'
AGL/630' MSL. Multiple trees beginning 343' from
departure end of runway, 44' right of centerline, up to
110' AGL/689' MSL. **Rwy 34R**, multiple trees and pole
beginning 3340' from departure end of runway, 180' right
of centerline, up to 95' AGL/674' MSL. Tree 5762' from
departure end of runway, 221' left of centerline, 103'
AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track
048° to intercept SKA R-045 to 5300, then on
course. **Rwy 23**, climb on track 241° to 3400, then
on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468'
MSL, 194' from DER, 405' right of centerline. Terrain
2477' MSL, 461' from DER, 751' right of centerline.
Terrain 2477' MSL, 509' from DER, 750' right of
centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23**, std. w/ min. climb
of 274' per NM to 8900 or 5100-3 for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23**, for climb in
visual conditions: Cross Fort Benton Airport at or above
8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct
FBR VOR/DME. Aircraft departing: FBR R-210 CW
R-135 climb on course; FBR R-136 CW R-209 cross
FBR VOR/DME at or above 9000. (Hold NE, right
turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR
NDB **Rwy 34**, climbing right turn direct FHR NDB, then
climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of
275' per NM to 5600, or 1200-3 for climb in visual
conditions. **Rwy 21**, 600-3 or std. w/ min. climb of 425'
per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via
heading 158° to 5100, before proceeding on course or,
for climb in visual conditions cross Gillette-Campbell
County airport at or above 5400 before proceeding on
course. **Rwy 21**, climb via heading 206° to 5200, before
proceeding on course.

NOTE: **Rwy 3**, windsock 1415' from DER, 100' left of
centerline, 24' AGL/4366' MSL. Trees beginning 1976'
from DER, 267' right of centerline, up to 30' AGL/4409'
MSL. **Rwy 16**, tower and poles beginning 1.61 NM from
DER, 1264' left of centerline, up to 57' AGL/4696' MSL.
Post and trees beginning 1.77 NM from DER, 300' right
of centerline, up to 51' AGL/4789' MSL. **Rwy 21**, fence
328' from DER, 267' left of centerline, 7' AGL/4352'
MSL, trees 2077' from DER, 1011' right of centerline,
30' AGL/4449' MSL, tree 7029' from DER, 2378' right of
centerline, 30' AGL/4729' MSL. **Rwy 34**, fence 1236'
from DER, 723' left of centerline, 16' AGL/4380' MSL.
Vehicle on road 1609' from DER, 419' left of centerline,
15' AGL/4394' MSL. Trees 3093' from DER, 936' right
of centerline, 30' AGL/4449' MSL. Vehicle on road
1610' from DER, 419' left of centerline, 15' AGL/4380'
MSL.

GOODING, ID

GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading
068° to 5000 before turning left. **Rwy 25**, climb heading
233° to 5600 before turning right.

NOTE: **Rwy 7**, rising terrain 59' from departure end of
runway, 479' right of centerline, up to 3754' MSL. Fence
line 653' from departure end of runway, 332' right of
centerline, 12' AGL up to 3751' MSL. Bushes starting
877' from departure end of runway, 420' right of
centerline, 20' AGL up to 3795' MSL. **Rwy 25**, vehicle on
road, 91' from departure end of runway, 257' left of
centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID

IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Obstacles.
DEPARTURE PROCEDURE: **Rwy 25**, Use MELLR
DEPARTURE.

GRANTS PASS, OR

GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 4000-3 or
std. with a min. climb of 360' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 30**, climb via heading
320 until passing 5000, then climbing right turn direct
RBG VOR/DME. Cross RBG VOR/DME at or above
MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS, WA AMDT 2, 10098

Rwy 15, Standard

Rwy 33, 300-1*

* Or standard with minimum climb of 430'/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, Climb heading
147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing
330° CW 070° and 135° CW 260° bearing from GRF
NDB climb on course. All others continue climb in GRF
NDB holding pattern (hold NW, RT, 147° inbound) to
cross GRF NDB at or above: 071° CW 134° bearing
from GRF NDB, 8500'; 261° CW 329° bearing from GRF
NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15**, Tree 100' AGL/ 439'
MSL, 1848' from DER, 430' right of centerline. **Rwy 33**,
Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of
centerline.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: **Rwy 7**, obstruction light on lighted wind sock 237'
from departure end of runway, 519' left of centerline, 34'
AGL/3694' MSL. Obstruction light on building 2226'
from departure end of runway, 614' left of centerline, 78'
AGL/3738' MSL. Building on 681' from departure end of
runway, 583' right of centerline, 48' AGL/3688' MSL.
Multiple light poles beginning 1359' from departure end
of runway, 440' right of centerline, up to 90' AGL/3746'
MSL. **Rwy 21**, pole 1544' from departure end of runway,
791' left of centerline, 45' AGL/3725' MSL. **Rwy 25**,
windmill 2.3 NM from departure end of runway, 4197'
right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. w/ min.
climb of 260' per NM to 4200.
DEPARTURE PROCEDURE: **All runways**, for
departures on Gey bearings 320° CW 150°, climb in
GEY NDB holding pattern to 9000 before departing on
course, then continue climb to MEA or assigned altitude.
Departures Gey bearings 150° CW 320° climb on
course.

NOTE: **Rwy 25**, bush 4955' from DER, 1268' right of
centerline, 2' AGL/4101' MSL.

GUERNSEY, WY

CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a
min. climb of 320' per NM to 4700. **Rwy 32**, 1400-2 or
std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 5600
via heading 150°. **Rwy 32**, climb to 5800 via heading
070°. **All aircraft** continue on course.

HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13**, 2700-3 w/ min. climb
of 307' per NM to 6400, or 3600-3 for climb in visual
conditions. **Rwy 31**, NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 13**, Climbing right
turn heading 149°, then on 160° course to HLE NDB,
or for climb in visual conditions: cross Friedman
Memorial Airport at or above 8800 heading 151°, then
on 151° course to HLE NDB.

NOTE: **Rwy 13**, multiple trees beginning 763' from
departure end of runway, 3' right of centerline, up to
100' AGL/5345' MSL. Multiple trees beginning 1.3
NM from departure end of runway, 2587' right of
centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV
DEPARTURE.

HAVRE, MT

HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1½ or std. w/
min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading
032° to 3300 then climbing left turn to 8000 direct HVR
VOR/DME thence... **Rwy 8**, climb heading 077° to 3300
then climbing left turn to 8000 via HVR R-025 to HVR
VOR/DME thence... **Rwy 21**, climb heading 212° to
3300 then climbing right turn to 8000 direct HVR VOR/
DME thence... **Rwy 26**, climb heading 257° to 3300 then
climbing right turn to 8000 direct HVR VOR/DME
thence...

...continue climb in hold in HVR VOR/DME holding
pattern (hold west, right turns, 094° inbound) to cross
HVR VOR/DME at or above 8000 before proceeding
on course.

NOTE: **Rwy 3**, pole 2682' from DER, 1044' left of
centerline, 21' AGL/2680' MSL. **Rwy 8**, obstruction
light on windsock 59' from DER, 224' left of centerline,
9' AGL/2588' MSL. Tree 1192' from DER, 752' left of
centerline, 25' AGL/2610' MSL. Tank 1.3 NM from
DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26**,
light on windsock, 50' from DER, 225' right of
centerline, 9' AGL/2589' MSL. Trees beginning 1617'
from DER, 650' right of centerline, 25' AGL/2659'
MSL.

HELENA, MT

HELENA RGNL (HLN)
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9**, std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23**, 1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**, 1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16, 34, NA**.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climbing left turn heading 270°. **Rwys 23, 27**, climbing right turn heading 020°. **All Aircraft**: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5**, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. **Rwy 23**, pole 2198' from departure end of runway, 462' left of centerline, 76' AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27**, building 1593' from departure end of runway, 731' left of centerline, 58' AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4**, tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22**, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 110°. **Rwy 24**, climb runway heading.
All Aircraft climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, std. w/ min. climb of 450' per NM to 6300, or 500-2½ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 13**, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31**, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13**, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31**, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)
AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2**, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17**, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35**, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1**, use GEYSER DEPARTURE. **Rwy 19**, use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 500-1¼ or std. w/ min. climb of 435' per NM to 4700.DEPARTURE PROCEDURE: **Rwy 9**, climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9**, bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27**, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, NA, Terrain. DEPARTURE PROCEDURE: **Rwy 27**, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.NOTE: **Rwy 27**, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.**KALISPELL, MT**

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS)

AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, NA, terrain. **Rwy 30**, std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.NOTE: **Rwy 30**, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.**KEMMERER, WY**

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA - Rwy surfaces.DEPARTURE PROCEDURE: **Rwy 16**, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34**, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.**KLAMATH FALLS, OR**

KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Terrain. **Rwy 14**, std. w/ min. climb of 300' per NM to 7100, or 3100-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 400' per NM to 7100, or 3100-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 350' per NM to 7100, or 3100-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 14**, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... **Rwy 25**, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... **Rwy 32**, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14**, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25**, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32**, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34**, 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16**, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: **Rwy 12, 16**, climbing left turn direct LGD NDB, thence; **Rwys 30, 34**, climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16**, 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34**, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12, 21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32**, NA. DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN, MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7, 12**, 900-2 or std. with a min. climb of 220' per NM to 6200. DEPARTURE PROCEDURE: **Rwys 2, 30** turn left. **Rwys 7, 12, 20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26**, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8**, std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 8, 26**, for climb in visual conditions: cross Lexington Airport at or above 3600. NOTES: **Rwy 8**, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33**, not authorized. **Rwy 15**, use EYEESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31**, NA-Environmental. DEPARTURE PROCEDURE: **Rwys 4, 22**, use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22**, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... **Rwy 16**, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence... **Rwy 22**, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence... ...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight. NOTE: **Rwy 4**, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40' AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16**, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34**, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

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MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL
DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16**, Track heading
160°, turn left to intercept SEA VORTAC R-168 (V495)
to SEA 168/37.1 DME (ALDER). Cross ALDER at or
above 4000. After ALDER, maintain MEA/MOCA for
route of flight. **Rwy 34**, Track heading 340°, then turn
right to intercept SEA VORTAC R-168 (V495) to SEA
R-168/37.1 DME (ALDER). Cross ALDER at or above
4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16**, Grove of trees 143'
AGL/454' MSL, 4892' from DER, 1353' left of centerline.
Grove of trees 102' AGL/419' MSL, 2395' from DER,
1028' right of centerline. Trees 136' AGL/447' MSL,
2867' from DER, 1261' left of centerline. Trees 120'
AGL/430' MSL, 2594' from DER, 1113' left of centerline.
Trees 85' AGL/394' MSL, 2310' from DER, 957' left of
centerline. Trees 83' AGL/392' MSL, 2006' from DER,
959' left of centerline. Trees 87' AGL/389' MSL, 1758'
from DER, 971' left of centerline. **Rwy 34**, Tree 106'
AGL/348' MSL, 2307' from DER, 1038' left of centerline.
Tree 121' AGL/370' MSL, 3190' from DER, 526' right of
centerline. Aircraft 65' AGL/317' MSL, 186' from DER,
407' left of centerline. Tree 64' AGL/343' MSL, 2260'
from DER, 1036' left of centerline. Building 40' AGL/321'
MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1¼ or std. w/min.
climb of 238' per NM to 400, or alternatively, with
standard take-off minimums and normal 200'/NM climb
gradient, take-off must occur no later than 2000' prior to
departure end of runway. **Rwy 17**, std. w/min. climb of
300' per NM to 1200 or 1800-2½ for climb in visual
conditions. **Rwy 22**, std. w/min. climb of 303' per NM to
1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading
038° to intercept UBG R-170 to UBG VOR/DME, thence
...

Rwy 17,22, climbing left turn to intercept UBG R-183 to
UBG VOR/DME, thence ... or for climb in visual
conditions: cross Mc Minnville Muni at or above 1800
before proceeding on course. **Rwy 35**, climb heading
347° to intercept UBG R-221 to UBG VOR/DME,
thence...

... continue climb in UBG VOR/DME holding pattern (S,
left turns, 003° inbound) until reaching MEA for route of
flight.

NOTE: **Rwy 4**, multiple trees beginning 2040' from
departure end of runway, 353' left and 209' right of
centerline, up to 100' AGL/339 feet MSL. **Rwy 17**, tree
1719' from departure end of runway, 456' right of
centerline, 100' AGL/231' MSL. Tree 1760' from
departure end of runway, 627' left of centerline, 100'
AGL/257' MSL. **Rwy 22**, multiple trees beginning 282'
from departure end of runway, 120' left and 144' right of
centerline, up to 100' AGL/246' MSL. Tree 4047' from
departure end of runway, 1319' left of centerline, 100'
AGL/284' MSL. **Rwy 35**, multiple trees beginning 1551'
from departure end of runway, 229' right of centerline, up
to 100' AGL/277' MSL.

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-Obstacles.
Rwy 14, std. w/min. climb of 430' per NM to 4600, or
2900-3 for climb in visual conditions. **Rwy 32**, std. with a
min. climb of 260' per NM to 6800, or 2900-3 for climb in
visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right
turn direct OED VORTAC, or for climb in visual
conditions, cross Rogue Valley Intl airport at or above
4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for
climb in visual conditions, cross Rogue Valley Intl
airport at or above 4100 before proceeding direct OED
VORTAC...

...all aircraft climb in OED VORTAC holding pattern
(hold NW, right turns, 153° inbound) to cross OED
VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11,29**, use GRZLY
DEPARTURE.



MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R**, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18**, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L**, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

*Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10**, 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28**, 3500-2 or std. with a min. climb of 290' per NM to 7300. DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct STI NDB. **Rwy 28**, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29**, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. NOTE: **Rwy 11**, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 17, 23, 35**, NA. **Rwy 13**, 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31**, 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31**, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13**, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31**, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2**, NA. **Rwy 16**, turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

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NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions.

Rwy 13, 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31**, 300-1½ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to intercept OTH VORTAC R-337 northward bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13**, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22**, climb heading 223° to 700 before proceeding on course. **Rwy 31**, climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4**, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13**, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86' AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22**, ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31**, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 300-1 DEPARTURE PROCEDURE: **Rwy 7**, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25**, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7**, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25**, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence... **Rwy 17**, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence... or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... **Rwy 26,35**, climbing right turn direct OLM VORTAC, thence... ..continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17**, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26**, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35**, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17**, 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, use GETNG RNAV DEPARTURE. **Rwy 35**, NA.



ONTARIO, OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14**, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32**, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34**, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...

Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16**, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL.

Rwy 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29**, terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29**, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12**, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. **Rwy 30**, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

POPLAR, MT

POPLAR MUNI (PO1)

ORIG 10266 (FAA)

NOTE: **Rwy 9**, trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8, 13, 26, 31**, use WATTR FIVE DEPARTURE.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10266

PORTLAND, OR

PORTLAND INTL (PDX)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 355' per NM to 700. **Rwy 10L**, std. w/ min. climb of 280' per NM to 2900. **Rwy 10R**, std. w/ min. climb of 265' per NM to 2900. **Rwy 21**, std. w/ min. climb of 290' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L, 10R**, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ...

Rwy 21, climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L, 28R**, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3**, trees, towers, vehicles on road, sign, beginning 1' from DER, on centerline, up to 173' AGL/ 463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. **Rwy 10L**, vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/ 78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. **Rwy 10R**, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. **Rwy 21**, trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL.

Rwy 28L, trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. **Rwy 28R**, building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

PORTLAND-HILLSBORO (HIO)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct UBG VOR/DME. ... **Rwy 20**, climbing left turn direct UBG VOR/DME. ... **Rwys 2**, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME. ...

... all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12**, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20**, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30**, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7**, 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left.

Rwy 25, turn right. All aircraft climb via BTGR-125 direct BTG VORTAC. Continue climb on BTGR-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CWR-055 or R-085 CWR-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)

AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 16, 21, 34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13**, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31**, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15**, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28**, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33**, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15**, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28**, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33**, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319' MSL.

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10266



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



NW-1

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23**, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5**, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23**, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34**, 300-1.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn. **Rwy 34**, climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16**, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34**, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/ min. climb of 269' per NM to 4700. **Rwy 28**, std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10**, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22**, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28**, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¼ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34**, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence... Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16**, trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34**, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17**, 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35**, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

**RICHLAND, WA**

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8**, std. w/ min. climb of 310' per NM to 5000. **Rwy 19**, std. w/ min. climb of 480' per NM to 5000. **Rwy 26**, std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1, 8**, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course.

Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 26**, climb heading 310° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1**, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8**, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19**, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26**, antenna 310' from DER, 444' right of centerline, up to 7' AGL/408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28**, climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1**, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10**, sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19**, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28**, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9**, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21**, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27**, climb heading 270° to 7900, then climbing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3**, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21**, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34**, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16**, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34**, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.



ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34**, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16**, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34**, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from departure end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNLOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNLOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17**, NA. **Rwy 35**, 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17**, NA. **Rwy 35**, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1**, 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19**, 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn to COE VOR/DME via heading 200° and COE R-002.

Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5**, turn left heading 280°. **Rwy 23**, turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33**, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15**, 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33**, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 280' per NM to 3400.



SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L**, 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R**, std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L**, std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 31R**, std. w/ a min. climb of 334' per NM to 900, or 400-1½ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R**, climbing right turn. **Rwys 31L/R**, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L**, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL.

Rwy 13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L**, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy 31R**, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R**, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L**, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C**, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R**, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L**, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5**, 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5**, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11**, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. **Rwy 23**, climbing left turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5**, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23**, multiple trees beginning 52' from departure end of runway, 149' left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



**SHERIDAN, WY****SHERIDAN COUNTY**TAKE-OFF MINIMUMS: **Rwy 5**, 700-3 or std. w/ min.

climb of 318' per NM to 5100, or... **Rwy 14**, 800-3 or std. w/ min. climb of 263' per NM to 5100, or... **Rwy 23**, 900-3 or std. w/ min. climb of 348' per NM to 5100, or...
... 1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 14**, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 23**, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 32**, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...
... climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5**, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23**, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32**, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT**SIDNEY-RICHLAND MUNI (SDY)****AMDT 4 10210 (FAA)**TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1**, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19**, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29**, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA**HARVEY FIELD (S43)****ORIG 09127 (FAA)**TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles.

Rwy 15L, std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R**, std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L**, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence... **Rwy 33R**, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: **Rwy 15L**, tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R**, powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.





10266

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R**, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R**, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L**, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R**, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L**, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R**, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn heading 190° and GEG R-010 to GEG VORTAC. Thence... **Rwy 7**, climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence... **Rwy 21**, climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence... **Rwy 25**, climbing left turn heading 176° and GEG R-356 to GEG VORTAC. Thence...

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: **Rwy 3**, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12**, do not exceed 210 knots until established on MSOR-163. **Rwy 30**, do not exceed 210 knots until established on MSOR-160.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn via heading 335 and MSOR R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30**, climbing right turn via heading 025° and MSOR R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36**, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36**, climb direct to DSD VORTAC. Then all aircraft climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17**, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35**, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading.

Rwy 30, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19**, NA. **Rwy 31**, 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19**, NA.

Rwy 31, use FETUJ RNAV DEPARTURE.

23 SEP 2010 to 21 OCT 2010

10266



NW-1

**TORRINGTON, WY**

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: **Rwy 2**, terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10**, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28**, terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWFF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWFF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions.

Rwy 26, 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... **Rwy 26**, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26**, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2, 7, 20, 25, 34**, turn left. **Rwy 16**, turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16**, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20**, light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34**, terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 121° to 3900 before proceeding on course. **Rwy 30**, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12**, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30**, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12**, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwys 25, 30, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading. **Rwys 25, 30**, climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH:

Rwy 1, ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500





WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8**, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JZZY Int, thence... **Rwy 26**, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8**, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL.

Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22, 27**, 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4**, NA. **Rwys 9, 22, 27**, Use ZILLA DEPARTURE PROCEDURE.

WHIDBEY ISLAND NAS (AULT FIELD)

(KNW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7**:

Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14**: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25**: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32**: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS**: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7**: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14**: Cross DER at or above 11' AGL/60' MSL.

Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25**: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32**: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS**: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7**: Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14**: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



SKYLINE SPB (21H) 3 W UTC-8(-7DT) N48°28.99' W122°41.08'

SEATTLE

00 NOTAM FILE SEA.

WATERWAY NW-SE: 5000X2500 (WATER)

WATERWAY NW: Hill.

WATERWAY SE: Hill.

SEAPLANE REMARKS: Unattended. Land to SE. Military arrival corridor N and W of arpt.

COMMUNICATIONS: CTAF 128.25

ANATONE

ROGERSBURG (D69) 8 SE UTC-8(-7DT) N46°04.47' W116°57.97'

SEATTLE

869 NOTAM FILE SEA

RWY 09-27: 1471X50 (TURF)

AIRPORT REMARKS: Unattended. Arpt CLOSED 15 Nov-1 Mar. Be alert for horses, deer, and elk on rwy. Vehicles, pedestrians, or wildlife on or invof rwy. No camping, fires, or parking for more than five acft at any time. Spill kit avbl.

COMMUNICATIONS: CTAF 122.9

ANDERSON FLD (See BREWSTER)

APEX AIRPARK (See SILVERDALE)

ARLINGTON MUNI (AWO) 3 SW UTC-8(-7PT) N48°09.65' W122°09.54'

SEATTLE

142 B S4 FUEL 100LL. JET A + TPA—See Remarks NOTAM FILE AWO

H-1B, L-1E

RWY 16-34: H5332X100 (ASPH) S-114, D-150, 2S-175, 2D-270 MIRL

IAP

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 34: MALS. PAPI(P2L)—GA 3.0° TCH 46'.

RWY 11-29: H3498X75 (ASPH) S-32, D-34, 2D-59

RWY 11: REIL. PAPI(P2L)—GA 3.5° TCH 42'. Rgt tfc.

RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1600Z—dusk. 100LL fuel avbl 24 hr credit card svc. Glider operations at arpt daily. Ultralight ops daily at NW corner of arpt. Occasional hot air balloon activity. Helicopter training area, autorotations in grass and on south parallel twy Rwy 29 and along Twy B. Hovering area near compass rose located area Rwy 29 and Twy E. TPA—1200(1058). TPA for ultralights 500(358), helicopters 637(495). Taxiing acft over 30,000 lbs remain clear of west side of arpt, Twy C and ramps on west side of Twy D. **ACTIVATE MALS Rwy 34—122.7. PAPI Rws 11, 16, 29 and 34 and REIL Rws 11, 16, and 29 ops 24 hrs.** Landing fee for acft over 12,500 lbs.

WEATHER DATA SOURCES: AWOS-3 135.625 (360) 435-8045.

COMMUNICATIONS: CTAF/UNICOM 122.7

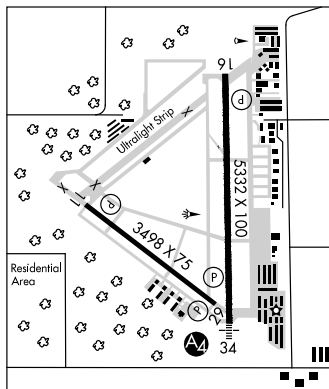
SEATTLE CENTER APP/DEP CON 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.

PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19' W122°16.67' 358° 15.2 NM to fld. 670/20E.

WATON NDB (LOM) 382 AW N48°04.57' W122°09.23' 338° 5.1 NM to fld.

ILS 111.5 I-AWO Rwy 34. LOM WATON NDB. Localizer only. Localizer unmonitored continuously.



LOC I-AWO	APP CRS	Rwy Idg	5332
<u>111.5</u>	339°	TDZE	131
		Apt Elev	137

LOC RWY 34
ARLINGTON MUNI (AWO)

T	Inoperative table does not apply to Cat C.
A NA	Use Arlington altimeter setting, if not received use Whidbey Island NAS altimeter setting and increase all MDAs 100 feet.

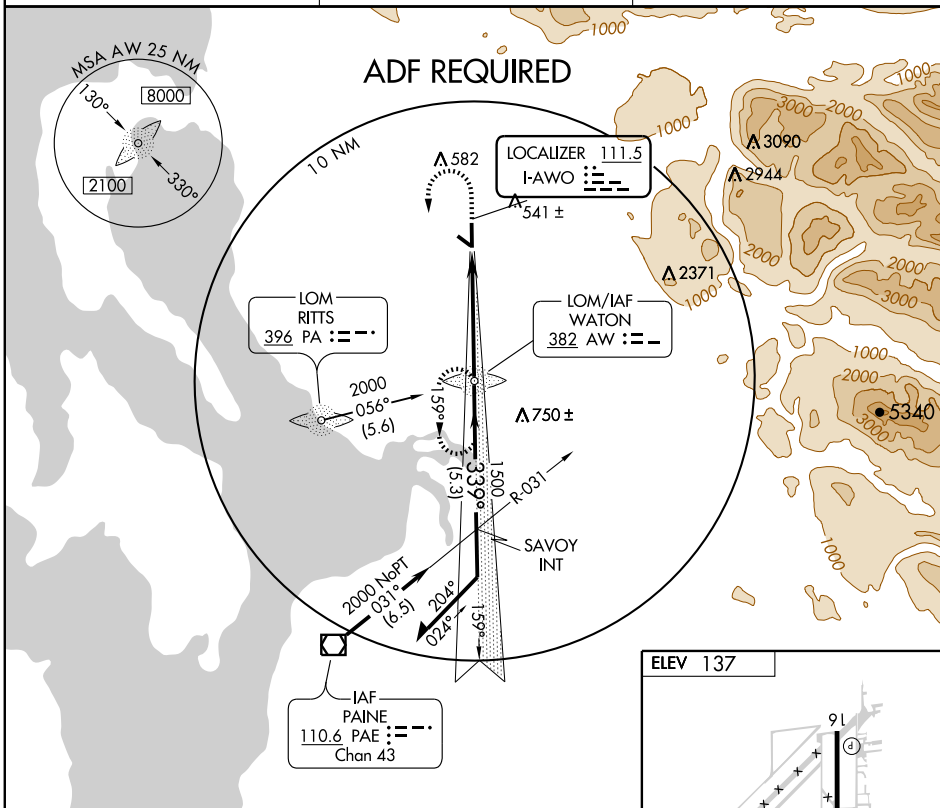
MALS



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.

AWOS-3
135.625

SEATTLE CENTER
128.5 306.9

UNICOM
122.7 (CTAF) **L**

NW-1. 23 SEP 2010 to 21 OCT 2010

Remain
within 10 NM

AW LOM

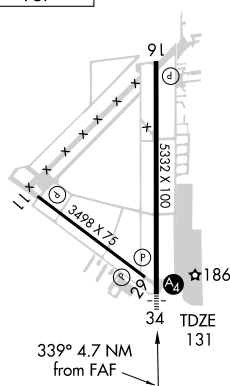
2000

1000
↑

2000

AW
382

ELEV 137



CATEGORY	A	B	C	D
S-34	600- $\frac{3}{4}$ 469 (500- $\frac{3}{4}$)		600-1 $\frac{1}{4}$ 469 (500-1 $\frac{1}{4}$)	600-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$)
CIRCLING	800-1 663 (700-1)	860-1 723 (800-1)	860-2 723 (800-2)	920-2 $\frac{1}{2}$ 783 (800-2 $\frac{1}{2}$)

MIRL Rwy 16-34
REIL Rwy 11, 16, and 29

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

ARLINGTON, WASHINGTON
Amdt 4B 10042

48°10'N-122°10'W

ARLINGTON MUNI (AWO)
LOC RWY 34

NDB or GPS RWY 34

ARLINGTON MUNI (AWO)

LOM AW 382	APP CRS 339°	Rwy Idg TDZE Apt Elev	5332 131 137
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▼ Inoperative table does not apply to Cat C.
▲ Use Arlington altimeter setting, if not received use Whidbey Island NAS altimeter setting and increase all MDAs 10 feet.

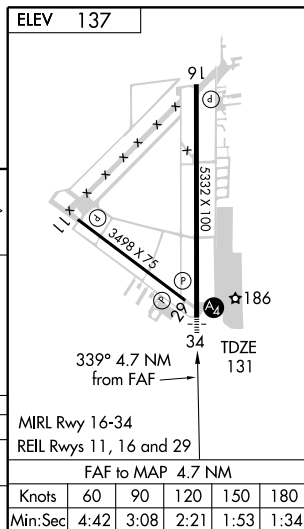
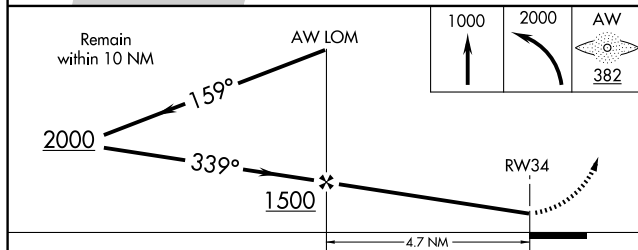
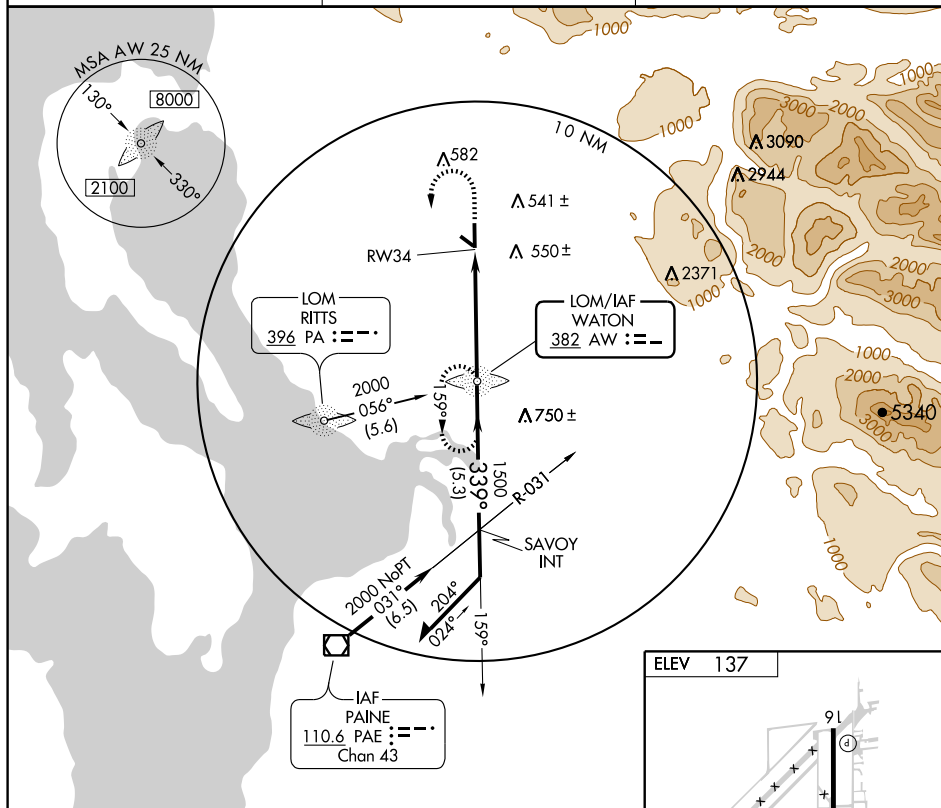
MALS
-=-
A1

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.

AWOS-3
135.625

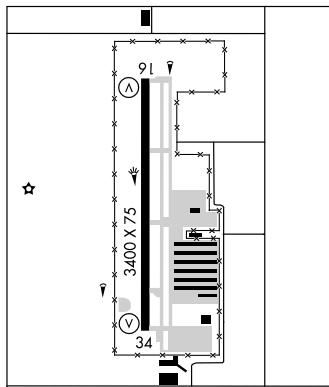
SEATTLE CENTER
128.5 306.9

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-34	860- $\frac{3}{4}$ 729 (800- $\frac{3}{4}$)		860-2 729 (800-2)	860-2 $\frac{1}{4}$ 729 (800-2 $\frac{1}{4}$)
CIRCLING	860-1 723 (800-1)		860-2 723 (800-2)	920-2 $\frac{1}{2}$ 783 (800-2 $\frac{1}{2}$)

AUBURN MUNI (S50) 2 N UTC-8(-7DT) N47°19.66' W122°13.60'
 63 B S4 **FUEL** 100LL OX 4 TPA-1063(1000) NOTAM FILE SEA
Rwy 16-34: H3400X75 (ASPH) S-12.5 MIRL
Rwy 16: REIL. VASI(V4R). Building. Rgt tfc.
Rwy 34: REIL. VASI(V4L)—GA 4.0° TCH 53'. Parking lot.
AIRPORT REMARKS: Attended 1600-0100Z+. Fuel 24 hrs credit card self
 svc. Rwy 16 east-west high voltage transmission line, 80' AGL
 located 1804' N of Rwy 16 thld at 20:1. Sea gulls and other birds
 using lagoon on W side of arpt. Ultralights and hot air balloons
 prohibited. Plan apchs and departures to avoid extremely noise
 sensitive residential area E of the arpt.
COMMUNICATIONS: CTAF/AUNICOM 122.8
 Ⓡ **SEATTLE APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12'
 W122°18.58' 133° 7.3 NM to fld. 354/19E.



AUGSPURGER MOUNTAIN N45°44.06' W121°40.79'
 RCO 122.3 (MC MINNVILLE RADIO)

SEATTLE
 L-1C

AULT FLD (See WHIDBEY ISLAND NAS)

AVEY FLD STATE (See LAURIER)

BADGER MOUNTAIN N47°35.29' W120°08.60'
 RCO 122.3 (SEATTLE RADIO)

SEATTLE
 L-1D, 1A

BANDERA STATE (4W0) 0 W UTC-8(-7DT) N47°23.72' W121°32.19'
 1636 NOTAM FILE SEA
Rwy 08-26: 2344X200 (TURF)
Rwy 08: Trees **Rwy 26:** Trees
AIRPORT REMARKS: Unattended. Arpt CLOSED 1 Oct-1 June. Rwy 08-26 west end extremely rough, rwy soft when wet.
 Watch for pedestrian, vehicles and animals on rwy. Ctc Washington State Aviation Division 360-651-6300 or
 1-800-552-0666 Washington area for facility information prior to use.
COMMUNICATIONS: CTAF 122.9

SEATTLE

BATTLE GROUND N45°44.87' W122°35.49' NOTAM FILE PDX.
 (H) **VORTACW** 116.6 BTG Chan 113 161° 9.6 NM to Portland Intl. 253/21E.
 TACAN azimuth and DME unusable 035°-085° byd 35 NM blo 10,000'.

SEATTLE
 H-1B, L-1C

BATTLE GROUND

CEDARS NORTH AIRPARK (W58) 1 NW UTC-8(-7DT) N45°45.87' W122°30.91'
 275 NOTAM FILE SEA
Rwy 08-26: 1960X50 (TURF)
Rwy 08: Road. **Rwy 26:** Road.
AIRPORT REMARKS: Unattended. Birds on and invof arpt. Transition between rwy and twy on marked twys only.
COMMUNICATIONS: CTAF 122.9

SEATTLE

GOHEEN (W52) 3 NW UTC-8(-7DT) N45°49.61' W122°34.61'
 292 B S4 **FUEL** 100 NOTAM FILE SEA
Rwy 15-33: 2565X50 (TURF) LIRL
Rwy 15: VASI(NSTD). Trees. **Rwy 33:** P-line.
Rwy 07-25: 1500X48 (TURF)
Rwy 07: Building. **Rwy 25:** Tree.

SEATTLE

AIRPORT REMARKS: Attended continuously. Rwy 07-25 for emerg only. Rwy 15-33 width of 43' over culvert in center
 of fld. Rwy 15-33 sfc uneven with an incline. Rwy 15 has NSTD single lgt VASI both sides of rwy. ACTIVATE ben
 and LIRL Rwy 15-33—CTAF.

COMMUNICATIONS: CTAF 122.9

(S501.S50) 07298

AUBURN ONE DEPARTURE (OBSTACLE)

SL-10224 (FAA)

AUBURN MUNI (S50)
AUBURN, WASHINGTONSEATTLE CLNC DEL
128.0
SEATTLE DEP CON
123.85

TAKE-OFF MINIMUMS

RWY 16: Standard with minimum climb of 266' per NM to 1200 or 1200-2½ for climb in visual conditions, do not exceed 180 KIAS until passing BLAKO.

RWY 34: Standard with minimum climb of 300' per NM to 900 or 1200-2½ for climb in visual conditions, do not exceed 180 KIAS until passing BLAKO.

SEATTLE
116.8 SEA
Chan 115
N47°26.12' W122°18.58'
L-1, H-1104°
R-104

700

342°

150°

162°

700

284°
(12)

035°

BLAKO
N47°19.60'
W122°04.09'

R-035

McCHORD
109.6 TCM
Chan 33

TAKE-OFF OBSTACLE NOTES:

RWY 16: AAO 3.2 NM from DER, 3643' left of centerline 200' AGL/724' MSL.

RWY 34: AAO 3.2 NM from DER, 5520' right of centerline 200' AGL/639' MSL. Powerline 1804' from DER, on centerline, 80' AGL/122' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 162° to 700, then climbing left turn to 3000 via the TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200', then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 700, then climbing right turn to 3000 via heading 150° to TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200', then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

....hold E SEA VORTAC, RT, 284° inbound; when authorized by ATC, climb-in-hold to 5000, or as assigned before proceeding on course.

AUBURN ONE DEPARTURE (OBSTACLE)

(S501.S50) 07298

AUBURN, WASHINGTON
AUBURN MUNI (S50)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS 331°	Rwy Idg TDZE Apt Elev	N/A N/A 63
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-A

AUBURN MUNI (S50)

NA Circling NA west of Rwy 16-34.
Procedure NA at night.
DME/DME RNP- 0.3 NA.
Use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 6000 direct
ORTIN and hold, continue climb-in-hold to 6000.

SEATTLE APP CON
123.85

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at CIDUG via V495 southbound.

RADAR REQUIRED

MSA UGUYE 25 NM

7900

4000 NoPT
033°
(11.2)
(IAF) CIDUG

△ 584

△ 723 ±

1500

955 △

562 △

266 △

1280

3520

△ 690

3921

3981

853 △

(FAF) WISBA

1801

5 NM

2100

331°

(6.1)

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

331°

151°

5 NM

ELEV 63

9L

3400 X 75

34

6000

ORTIN

VGSI and descent angle
not coincident.

ORTIN

5 NM
Holding Pattern

UGUYE

△

3.12°

TCH 53

WISBA

△

331°

2100

151°

331°

4000

CATEGORY 0.5

A

B

C

D

CIRCLING

1320-1¼

1257 (1300-1¼)

1320-1½

1257 (1300-1½)

NA

MIRL Rwy 16-34

REIL Rwy 16 and 34

AIRPORT DIAGRAM

AL-45 (FAA)

BELLINGHAM INTL (BLI)
BELLINGHAM, WASHINGTON

ATIS
134.45
BELLINGHAM TOWER ★
124.9 379.3
GND CON
127.4 379.3

D

ILS
CRITICAL
AREAELEV
163

91

B

162.4°

48°48.0'N

RWY 16-34

S-75, D-160, 2S-175, 2D-250

COMMERCIAL
AIRCRAFT
PARKINGCOMMERCIAL
TERMINALUS
CUSTOMS

TWR

247

FBO/GENERAL AVIATION
TERMINALTRANSIENT
PARKINGGENERAL
AVIATION
HANGARSFIRE
STATION

HANGAR

ILS
CRITICAL
AREAFIELD
ELEV
170

34

342.4°

NOTE: THIS AREA NOT VISIBLE
FROM TOWER

48°47.0'N

122°32.5'W

122°32.0'W

122°31.5'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

BELLINGHAM, WASHINGTON
BELLINGHAM INTL (BLI)

BELLINGHAM**BELLINGHAM INTL** (BLI) 3 NW UTC-8(-7DT) N48°47.56' W122°32.25'170 B S7 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks AOE

ARFF Index—See Remarks NOTAM FILE BLI

RWY 16-34: H6701X150 (ASPH-GRVD) S-75, D-160, 2S-175, 2D-250 HIRL**RWY 16:** MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.**RWY 34:** REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 16:** TORA-6701 TODA-6701 ASDA-6701 LDA-6701**RWY 34:** TORA-6701 TODA-6701 ASDA-6701 LDA-6701

AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of airport. Class I, ARFF Index B. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 360-671-5674. ARFF Index C 1400-0600Z†. Twr svc not avbl at Twy A invof Twy G, the south hold area and the runup area due to obstructed vision. Twy J, Twy F from Twy A eastward to Twy D, and Twy D from Twy E to Twy F closed to air carrier ops. Commercial ramp clsd to pvt acft. Noise abatement procedures in effect ctc arpt manager at 360-671-5674. TPA-1200 (1030) fixed wing; 700 (530), helicopter; 2000 (1830) turbo. Touchdown rwy visual range available Rwy 16. Ldg fee. When twr clsd ACTIVATE HIRL Rwy 16-34, MALSR Rwy 16 and REIL Rwy 34—CTAF. Flight Notification Service (ADCUS) available.

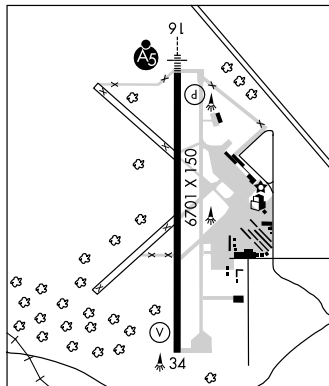
WEATHER DATA SOURCES: ASOS (360) 671-8688.**COMMUNICATIONS:** CTAF 124.9 ATIS 134.45 (360) 647-5939

UNICOM 122.95

RCO 122.15 (SEATTLE RADIO)

⑥ **VICTORIA APP/DEP CON** 132.7**TOWER** 124.9 (1500-0630Z†) **GND CON** 127.4**AIRSPACE:** CLASS D svc 1500-0630Z† other times class E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BLI.

WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72' W122°34.76' 150° 9.3 NM to fld.
83/20E. **HIWAS.**

ILS/DME 108.5 I-BLI Chan 22 Rwy 16. Class IA.

SEATTLE

H-1B, L-1E

IAP, AD

FLOATHAVEN SPB (ØW7) 6 SE UTC-8(-7DT) N48°44.14' W122°20.40'

SEATTLE

307 S2 NOTAM FILE SEA

WATERWAY 12-30: 10000X4000 (WATER)

SEAPLANE REMARKS: Attended dalgt hours. Canoe, sailboat, and hang glider activity invof arpt. For airframe repairs call 206-909-7299 prior to arrival to arrange svcs. Land and take off in the center of the lake. Avoid flying over noise sensitive area during tkf and ldg.

COMMUNICATIONS: CTAF 122.9**BOEING FLD/KING CO INTL** (See SEATTLE)**BOWERMAN** (See HOQUIAM)**BOWERS FLD** (See ELLENSBURG)

ILS or LOC RWY 16

BELLINGHAM INTL (BLI)

LOC/DME I-BLI 108.5 Chan 22	APP CRS 160°	Rwy Idg 6701 TDZE 163 Apt Elev 170
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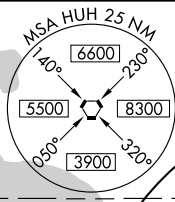
- ▼ For inoperative MALS, increase S-LOC 16 Cat D visibility to RVR 5000.
 ▲ If local altimeter not received, use Friday Harbor altimeter setting and increase DA to 430 and increase all MDAs 80 feet.
 VDP NA when using Friday Harbor altimeter setting.
 * RVR 1800 authorized with the use of FD or AP or HUD to DA.



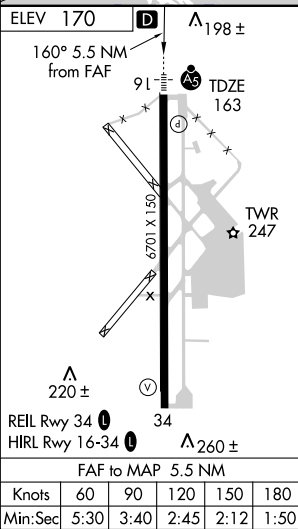
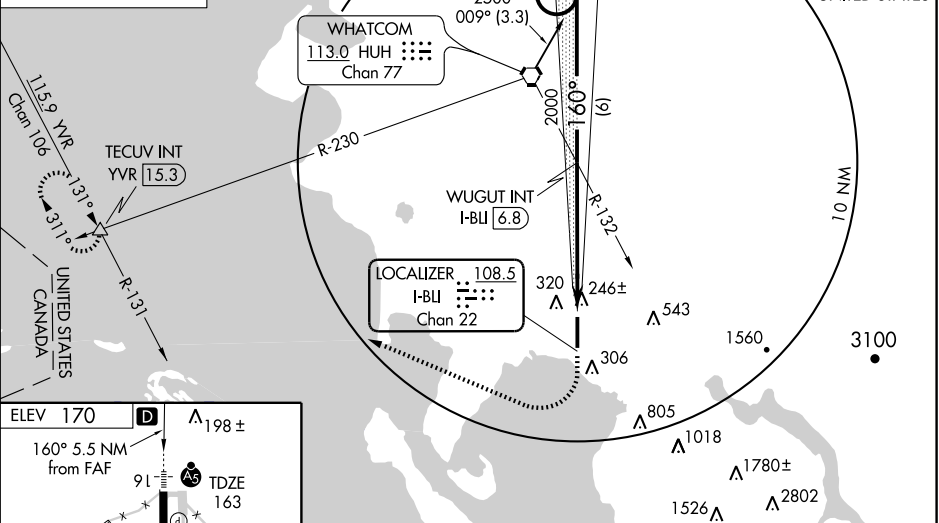
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 271° and YVR VORTAC R-131 to TECUV INT/YVR 15.3 DME and hold.

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7 290.8	BELLINGHAM TOWER ★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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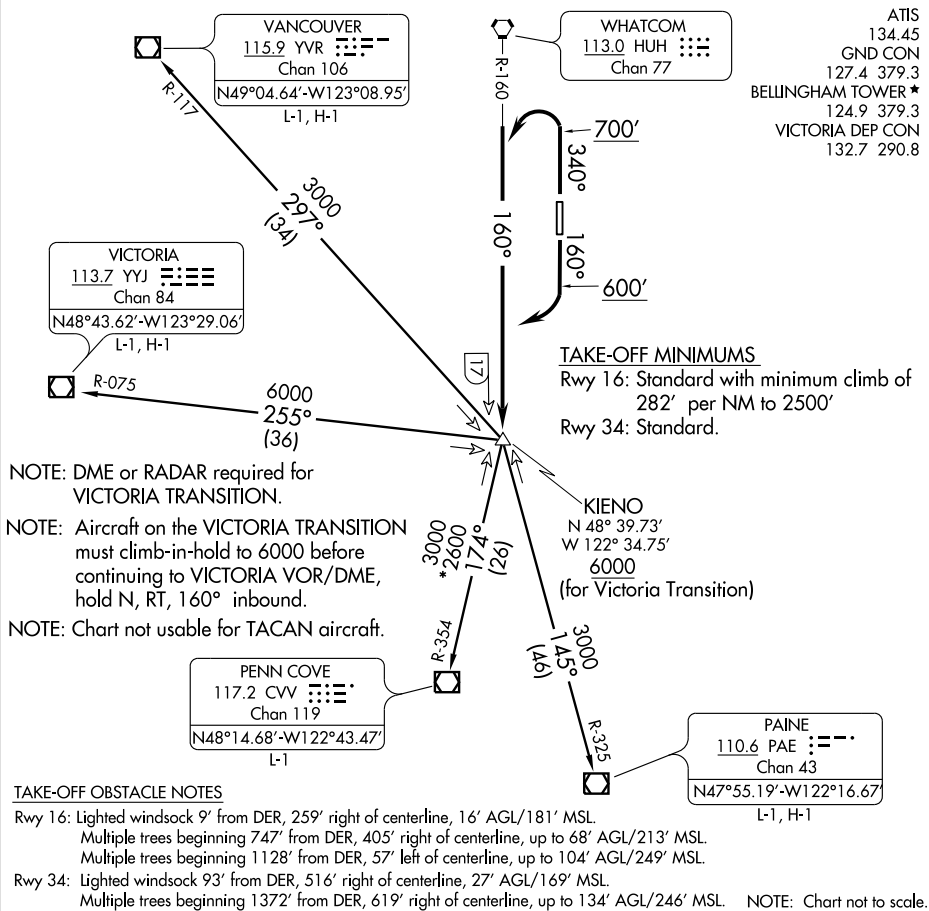
ALTERNATE MISSED APCH FIX
 R-329 149° 329°
 WHATCOM HUH 113.0 Chan 77



RADAR OR DME REQUIRED



One Minute Holding Pattern		SECOG I-BLI 12.8	WUGUT INT I-BLI 6.8	700 ↑	2000 hdg 271°	YVR R-131 115.9	TECUV △
2000 ← 340° 160° → 2000			2000		I-BLI 2.1	I-BLI 1.2	
GS 3.00° TCH 50		6 NM		4.6 NM		0.9	
CATEGORY	A	B	C	D			
S-ILS 16	* 363/24 200 (200-½)						
S-LOC 16	500/24 337 (400-½)					500/40 337 (400-¾)	
CIRCLING	620-1 450 (500-1)		620-1½ 450 (500-1½)		720-2 550 (600-2)		



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 160° to 600', then climbing right turn to intercept HUH R-160 to KIENO INT, Thence....

TAKE-OFF RUNWAY 34: Climb heading 340° to 700', then climbing left turn to intercept HUH R-160 to KIENO INT. Thence....

....Maintain assigned transition altitude, expect requested altitude within 10 minutes.

PAINE TRANSITION (KIENO3.PAE): From over KIENO INT via PAE R-325 to PAE VOR/DME.

PENN COVE TRANSITION (KIENO3.CVV): From over KIENO INT via CVV R-354 to CVV VOR/DME.

VANCOUVER TRANSITION (KIENO3.YVR): From over KIENO INT via YVR R-117 to YVR VOR/DME.

VICTORIA TRANSITION (KIENO3.YYJ): From over KIENO INT via YYJ R-075 to YYJ VOR/DME.

WAAS CH 45999 W16A	APP CRS 160°	Rwy Idg TDZE 163 Apt Elev 170	6701 163 170
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RNAV (GPS) RWY 16

BELLINGHAM INTL (BLI)

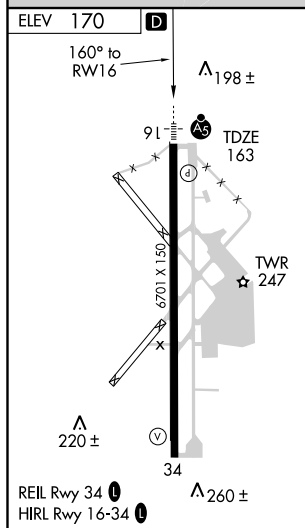
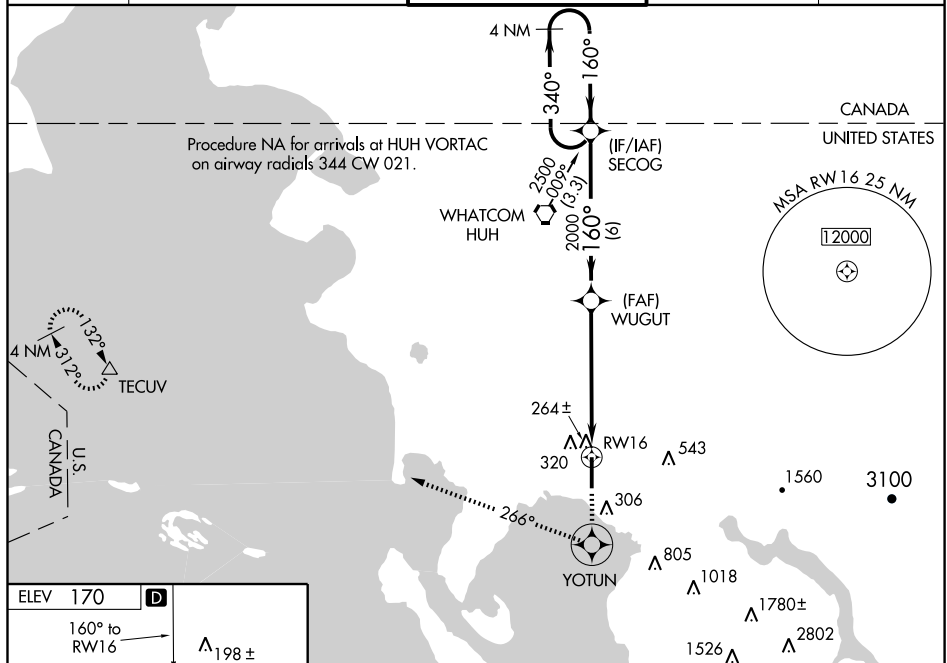
▼ For inoperative MALSR, increase LPV all Cnts visibility to RVR 5000.
▲ Increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.
 Baro-VNAV and VDP NA when using Friday Harbor altimeter setting.
 If local altimeter setting not received, use Friday Harbor altimeter setting and increase all DA/MDAs 80 feet.

MALSR



MISSED APPROACH: Climb to 2000
 direct YOTUN and right turn via 266°
 track to TECUV and hold.

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7 290.8	BELLINGHAM TOWER ★ 124.9 (CTAF) 379.3	GND CON 127.4 379.3	UNICOM 122.95
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4 NM Holding Pattern		SECOG	WUGUT	<div>2000 ↑</div> <div>YOTUN </div> <div>TECUV △</div>	
				<div>266° trk</div> <div>* LNAV only</div>	
<div>2000 ← 340° 160° →</div> <div>GS 3.00° TCH 50</div>			<div>160° →</div> <div>2000</div>	<div>* 1 NM to RW16</div> <div>RW16</div>	
		6 NM	4.5 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA	442/24 279 (300-½)				
LNAV/VNAV DA	554/40 391 (400-¾)				
LNAV MDA	520/24 357 (400-½)				520/50 357 (400-1)
CIRCLING	620-1	450 (500-1)	620-1½ 450 (500-1½)	720-2 550 (600-2)	

BELLINGHAM, WASHINGTON

Amdt 1 10154

48°48'N - 122°32'W

BELLINGHAM INTL (BLI)

RNAV (GPS) RWY 16

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86223 W34A	APP CRS 340°	Rwy Idg TDZE Apt Elev	6701 170 170
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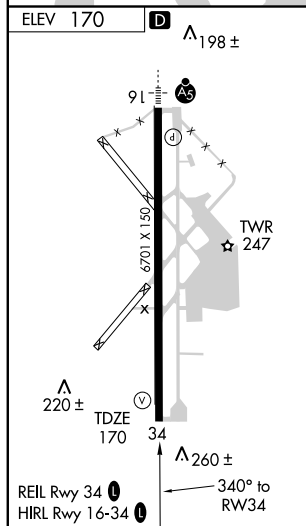
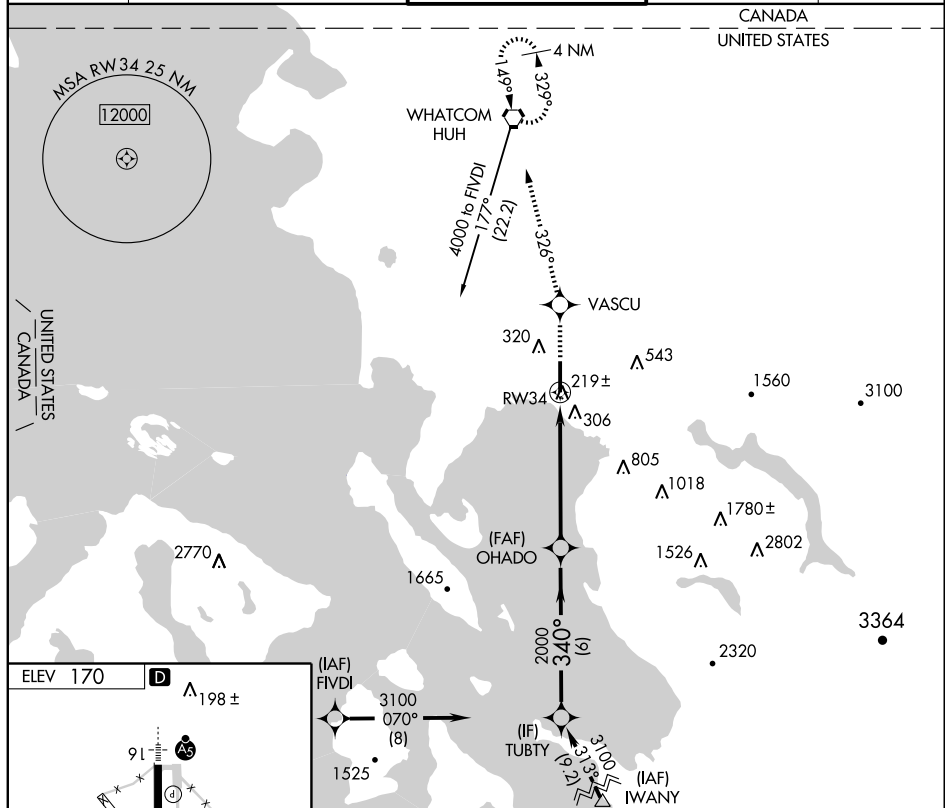
RNAV (GPS) RWY 34

BELLINGHAM INTL (BLI)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 direct
VASCU and via 326° track to HUH VORTAC
and hold, continue climb-in-hold to 3000.

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7 290.8	BELLINGHAM TOWER ★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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TUBTY	Procedure Turn NA	OHADO	3000	VASCU	trk 326°	HUH
3100	340°	2000				
GS 3.00° TCH 50	6 NM	5.5 NM				
CATEGORY	A	B	C	D		
LPV DA		439-1	269 (300-1)			
LNAV/VNAV DA		592-1½	422 (500-1½)			
LNAV MDA	560-1	390 (400-1)		560-1¼ 390 (400-1¼)		
CIRCLING	620-1	450 (500-1)	620-1½ 450 (500-1½)	720-2 550 (600-2)		

BELLINGHAM, WASHINGTON

Orig-B 22OCT09

48°48'N - 122°32'W

BELLINGHAM INTL (BLI)

RNAV (GPS) RWY 34

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

BREMERTON NATIONAL (PWT) 7 SW UTC-8(-7DT) N47°29.42' W122°45.89'

444 B S4 FUEL 100LL, JET A TPA-1444(1000) NOTAM FILE PWT

RWY 01-19: H6000X150 (ASPH) S-66, D-150, 2S-113, 2D-336 HIRL

RWY 01: PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfe.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 48'. Fence.

AIRPORT REMARKS: Attended 1500-0300Z+. 24 hour fuel terminal located 300' WSW of Twy E. Rwy 19 designated calm wind rwy. All acft above 70,000 lb weight class are required to use Twy E and back taxi on rwy when departing Rwy 19. Wildlife fence crosses north end of abandoned rwy. Fee for aircraft over 60,000 pounds.

ACTIVATE MALSR Rwy 19 and PAPI Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.2 (360) 674-2811.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ SEATTLE APP/DEP CON 127.1

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30'

W122°54.11' 351° 31.6 NM to fld. 200/19E. HIWAS.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.86'

W122°28.50' 308° 23.7 NM to fld. 284/22E. No NOTAM MP Tue, Thu 0700-1600Z+.

CARNEY NDB (MHW) 274 CAN N47°24.63' W122°50.33'

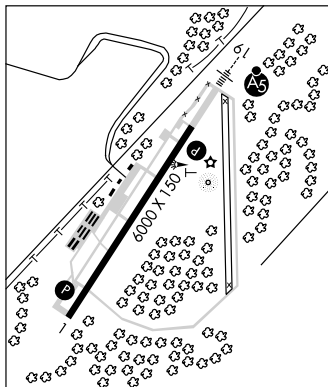
012° 5.7 NM to fld. NOTAM FILE PWT.

NDB unusable 030°-310° beyond 15 NM.

KITSAP NDB (MHW) 206 PWT N47°29.54' W122°45.40' at fld. NOTAM FILE PWT.

NDB unusable 210°-310° byd 12 NM.

ILS 111.1 I-PWT Rwy 19. Class IA.



SEATTLE

H-1B, L-1D

IAP

BREWSTER

ANDERSON FLD (S97) 3 E UTC-8(-7DT) N48°06.29' W119°43.24'

914 B S6 FUEL 100LL NOTAM FILE SEA

RWY 07-25: H4000X60 (ASPH) S-15 MIRL

RWY 25: PAPI (P2L)—GA 3.0°.

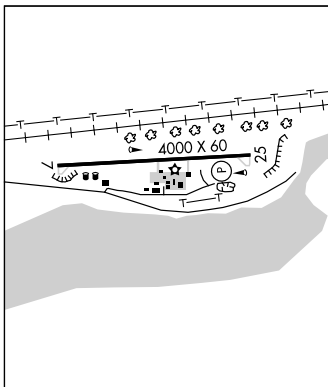
AIRPORT REMARKS: Unattended. Fuel emergency use only. See charter opr who lives on fld. PAPI Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07-25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.

MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65'

W119°19.01' 325° 56.1 NM to fld. 1194/18E.



SEATTLE

L-13A

BUCKHORN MOUNTAIN N46°32.49' W123°01.27'

RCO 122.2 (SEATTLE RADIO)

SEATTLE

L-13A

LOC I-PWT 111.1	APP CRS 193°	Rwy Idg TDZE Apt Elev 6000 441 444
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ILS or LOC RWY 19

BREMERTON NATIONAL (PWT)

NA Circling NA for Cat. D west of Rwy 1-19. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA/MDAs 60 feet and all visibilities 3/4 mile, inoperative table does not apply.

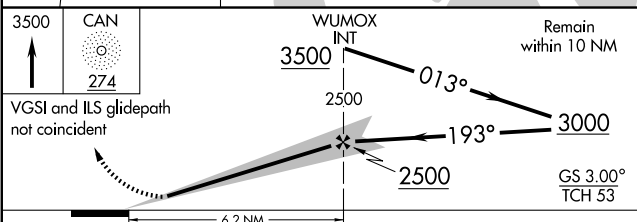
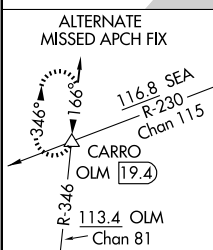
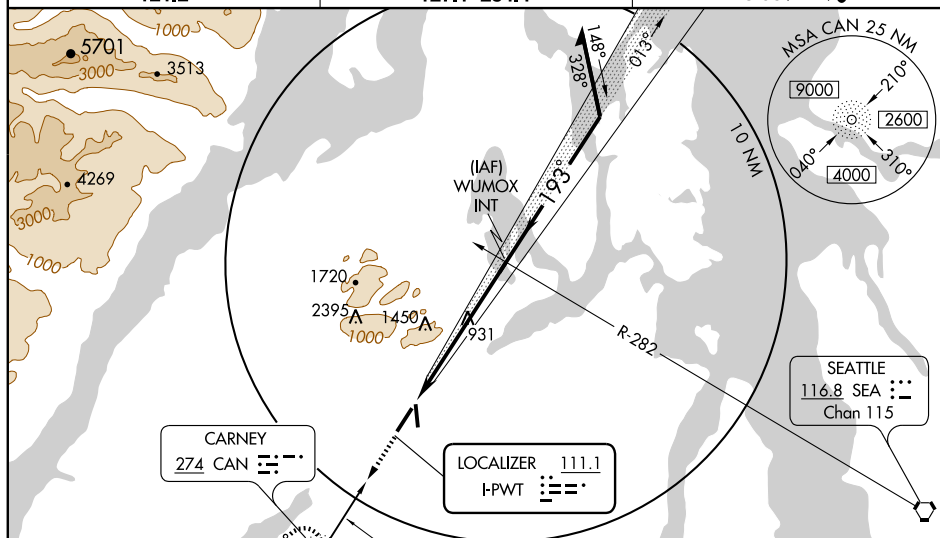


MISSED APPROACH: Climb to 3500 direct CAN NDB and hold, continue climb-in-hold to 3500.

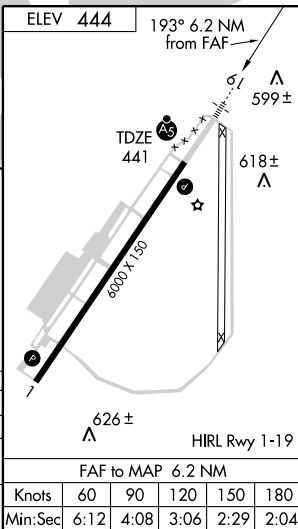
AWOS-3
121.2

SEATTLE APP CON
127.1 254.4

UNICOM
123.05 (CTAF)



CATEGORY	A	B	C	D
S-ILS 19		645-1/2	204 (300-1/2)	
S-LOC 19	1200-1/2 759 (800-1/2)	1200-3/4 759 (800-3/4)	1200-1 3/4 759 (800-1 3/4)	1200-2 759 (800-2)
CIRCLING	1200-1 756 (800-1)	1200-1 1/4 756 (800-1 1/4)	1200-2 1/4 756 (800-2 1/4)	1200-2 1/2 756 (800-2 1/2)



NDB RWY 1

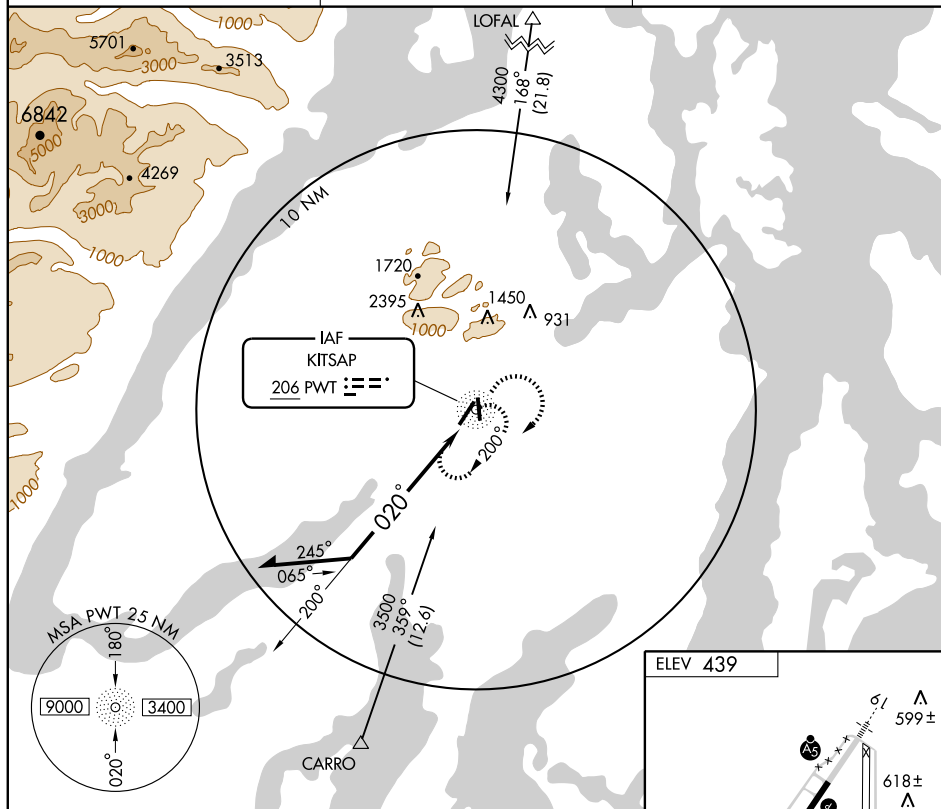
BREMERTON NATIONAL (PWT)

NDB PWT
206APP CRS
020°Rwy Idg
TDZE
Apt Elev
6000
439
439

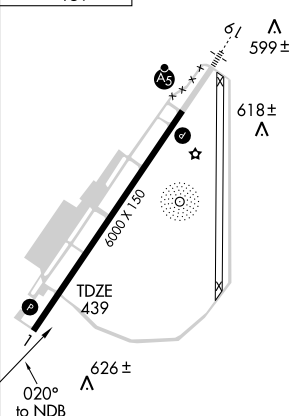
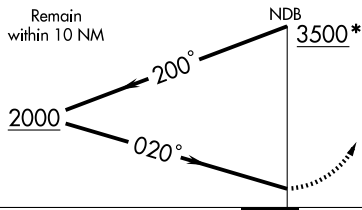
NA

Circling NA west of Rwy 1-19 for Cat.D.

MISSED APPROACH: Climbing right turn to 3500 via 200° bearing from PWT NDB, then direct PWT NDB and hold.

AWOS-3
121.2SEATTLE APP CON
127.1 254.4UNICOM
123.05 (CTAF) 0

ELEV 439

Remain
within 10 NM* Maintain 3500 or above
until established outbound
for Procedure Turn.

CATEGORY	A	B	C	D
S-1	980-1 541 (600-1)		980-1½ 541 (600-1½)	980-1¾ 541 (600-1¾)
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	1000-2 561 (600-2)

HIRL Rwy 1-19

APP CRS **013°**
 Rwy Idg **6000**
 TDZE **444**
 Apt Elev **444**

RNAV (GPS) RWY 1
 BREMERON NATIONAL (PWT)

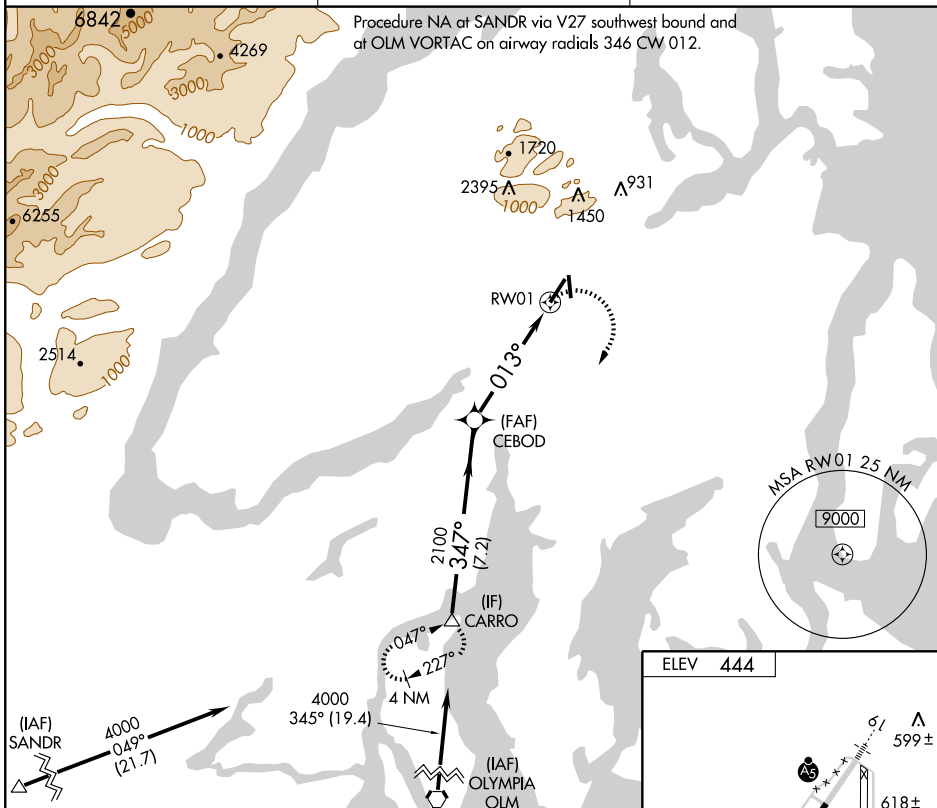
▼ Circling NA for Cat. D west of Rwy 1-19.
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Seattle-Tacoma
 Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 4000 direct
 CARRO and hold, continue climb-in-hold to 4000.

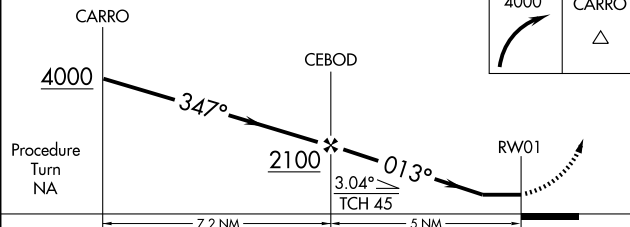
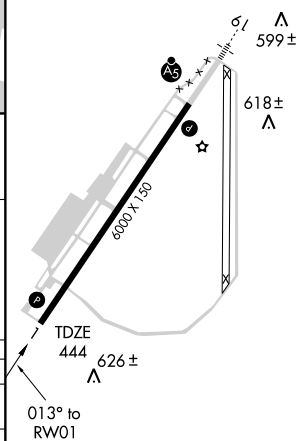
AWOS-3
121.2

SEATTLE APP CON
127.1 254.4

UNICOM
123.05 (CTAF) 0



ELEV **444**



CATEGORY	A	B	C	D
RNAV MDA	880-1	436 (500-1)	880-1½ 436 (500-1½)	880-1½ 436 (500-1½)
CIRCLING	940-1	496 (500-1)	940-1½ 496 (500-1½)	1000-2 556 (600-2)

BREMERTON, WASHINGTON

Orig-A 08213

47°29'N-122°46'W

RNAV (GPS) RWY 1
 BREMERON NATIONAL (PWT)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

HIREL Rwy 1-19

WAAS CH 61106 W19A	APP CRS 193°	Rwy Idg TDZE Apt Elev	6000 441 444
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RNAV (GPS) RWY 19

BREMERTON NATIONAL (PWT)

▼ Circling NA for Cat. D west of Rwy 1-19. DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase DA to 808 feet and all MDAs 60 feet, increase LPV visibility all Cats. 1/2 mile. Inoperative table does not apply to LNAV Cat. A and B. VDP NA when using Seattle-Tacoma Intl altimeter setting. For inoperative MALSR increase LPV visibility all Cats. 1/2 mile. Inoperative table does not apply to LNAV Cat. A and B.

MALSR



MISSED APPROACH: Climb to 4000 direct CEBOD and via 167° track to CARRO and hold, continue climb-in-hold to 4000.

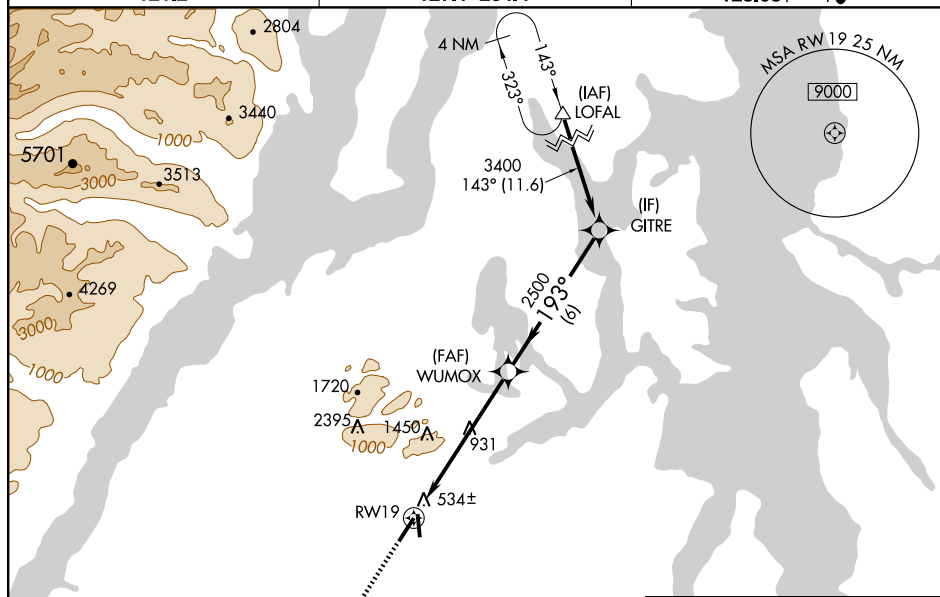
AWOS-3

121.2

SEATTLE APP CON

127.1 254.4

UNICOM

123.05 (CTAF) ①

MISSED APCH FIX



4000



167° track



VGSI and RNAV glidepath not coincident

*LNAV only

RW19



*3.5 NM to RW19

WUMOX



2500

193°

3400

GITRE

Procedure Turn NA

GS 3.00°

TCH 53

CATEGORY

A

B

C

D

LPV DA

763-1/2

322 (400-1/2)

LNAV MDA

1600-1 1/4

1159 (1200-1 1/4)

1600-1 1/2

1159 (1200-1 1/2)

1600-2 1/2

1159 (1200-2 1/2)

1600-1 1/4

1156 (1200-1 1/4)

1600-1 1/2

1156 (1200-1 1/2)

1600-3

1156 (1200-3)

CIRCLING

1600-1 1/4

1156 (1200-1 1/4)

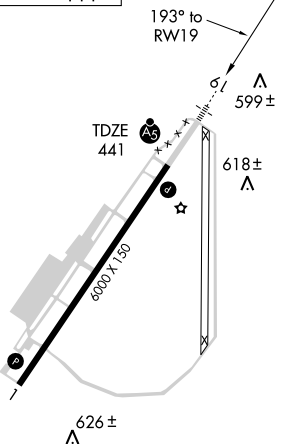
1600-1 1/2

1156 (1200-1 1/2)

1600-3

1156 (1200-3)

ELEV 444



HIRL Rwy 1-19

BURLINGTON/MOUNT VERNON**SKAGIT RGNL** (BVS) 3 W UTC-8(-7DT) N48°28.25' W122°25.25'

SEATTLE

144 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE BVS

H-1B, L-1E

Rwy 10-28: H5477X100 (ASPH) S-19 MIRL 0.8% up W

IAP

Rwy 10: REIL. VASI(V4L)—GA 3.0° TCH 40'.**Rwy 28:** REIL. VASI(V2L)—GA 3.5° TCH 46'.**Rwy 04-22:** H3000X60 (ASPH) S-12.5 LIRL 0.4% up NE**Rwy 04:** PAPI(P2L)—GA 3.0° TCH 40'.**Rwy 22:** PAPI(P2L)—GA 3.0° TCH 40'.

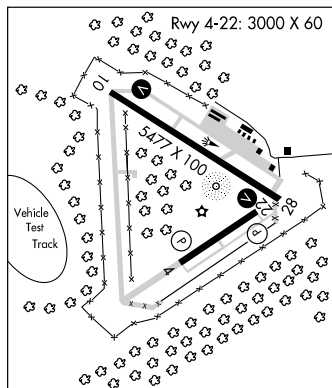
AIRPORT REMARKS: Attended Mon-Fri 1400-0100Z. Deer and birds on and in/ov rws. Helicopter training ops on arpt with autorotations on rwy. Use of Twy G by acft with wingspan 49' or greater prohibited when Rwy 04-22 in use. TPA-1144(1000) Ultralight TPA-644(500). Rwy 04-22 compass rose in stopway SW end. ACTIVATE MIRL Rwy 10-28, LIRL Rwy 04-22, VASI Rwy 10 and Rwy 28, and REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.

WEATHER DATA SOURCES: AWOS-3 121.125 (360) 757-7767.**COMMUNICATIONS:** CTAF/UNICOM 123.075**(R) WHIDBEY APP/DEP CON** 120.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEA.**TATOOSH (H) VORTACW** 112.2 TOU Chan 59 N48°17.99'

W124°37.62' 061° 88.8 NM to fld. 1652/22E.

HIWAS.**SKAGIT/BAY VIEW NDB (MHW)** 240 BVS N48°28.12' W122°25.10' at fld. NOTAM FILE BVS.

NDB unusable 350°-030° byd 20NM.

**CAMANO ISLAND AIRFIELD** (See STANWOOD)**CAMAS****GROVE FLD** (1W1) 3 N UTC-8(-7DT) N45°37.67' W122°24.26'

SEATTLE

429 B S4 FUEL 100 NOTAM FILE SEA

Rwy 07-25: H2710X40 (ASPH) MIRL (NSTD)**Rwy 07:** PAPI(P2L)—GA 5.0°. Thld dspcd 493'. Trees.**Rwy 25:** PAPI(P2L)—GA 5.0°. Thld dspcd 413'. Trees.

AIRPORT REMARKS: Unattended. For fuel after hrs credit card lock. Noise abatement procedures in effect, etc Port of Camas-Washougal at 360-835-2196. Rwy 07-25 has buildings, telephone poles and trees encroaching in safety areas. Rwy 07 and Rwy 25 have 4 thld stripes falsely indicating 60' width. NSTD MIRL Rwy 07 and Rwy 25 dspcd thlds unlighted. ACTIVATE rotating ben and MIRL Rwy 07-25—CTAF.

COMMUNICATIONS: CTAF 122.9**PORTLAND CLNC DEL** 121.65**CANYON** N47°40.62' W117°27.01' NOTAM FILE GEG.

SEATTLE

NDB (MHW) 388 CRK 205° 4.8 NM to Spokane Intl.**CARNEY** N47°24.63' W122°50.33' NOTAM FILE PWT.

SEATTLE

NDB (MHW) 274 CAN 012° 5.7 NM to Bremerton National.

L-1D

NDB unusable 030°-310° beyond 15 NM.

CASHMERE-DRYDEN (8S2) 0 SW UTC-8(-7DT) N47°30.89' W120°29.08'

SEATTLE

858 B S4 NOTAM FILE SEA

Rwy 07-25: H1800X50 (ASPH) S-8 MIRL**Rwy 07:** Fence. **Rwy 25:** PAPI(P2L)—GA 3.0°. Thld dspcd 182'. Trees.

AIRPORT REMARKS: Unattended. Ground vehicles and pedestrians use twy for hanger and residential access. Exit rwy at twys only. Radio control model activity permitted on W end of arpt. ACTIVATE MIRL Rwy 07-25—121.7.

COMMUNICATIONS: CTAF 122.9**CEDARS NORTH AIRPARK** (See BATTLE GROUND)

NDB BVS 240	APP CRS 112°	Rwy Idg TDZE Apt Elev	5477 144 144
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NDB RWY 10

BURLINGTON/MOUNT VERNON/ SKAGIT RGNL (BVS)

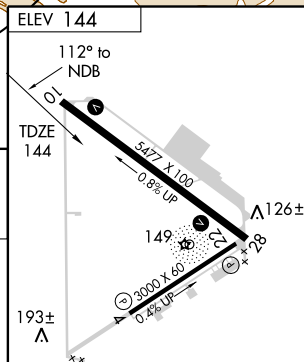
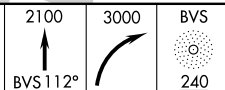
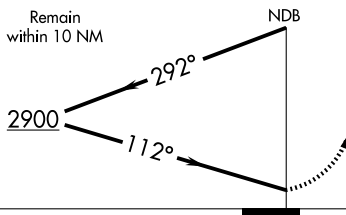
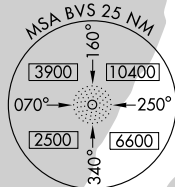
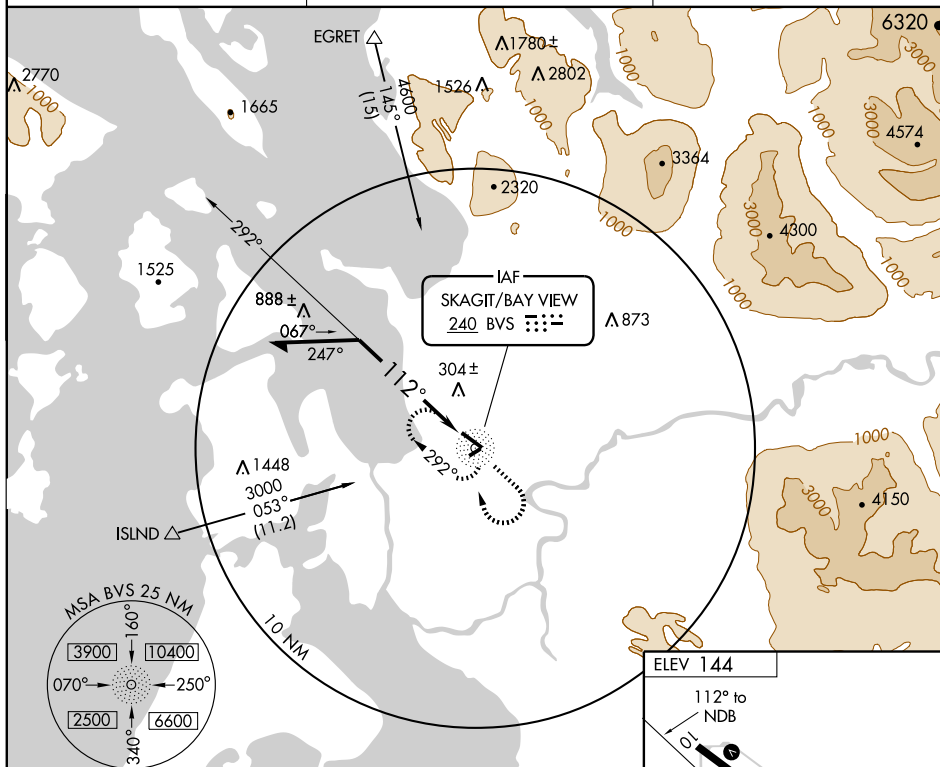
V Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2100 via 112° bearing from BVS NDB then climbing right turn to 3000 direct BVS NDB and hold.

AWOS-3
121.125

WHIDBEY APP CON
120.7 270.8

UNICOM
123.075 (CTAF)



CATEGORY	A	B	C	D
S-10	1400-1¼ 1256 (1300-1¼)	1400-1½ 1256 (1300-1½)	1400-3	1256 (1300-3)
CIRCLING	1400-1¼ 1256 (1300-1¼)	1400-1½ 1256 (1300-1½)	1400-3	1256 (1300-3)

URL Rwy 4-22
 REIL Rws 10 and 28
 MRL Rwy 10-28

WAAS CH 53500 W10A	APP CRS 105°	Rwy Idg TDZE 144 Apt Elev 144	5477
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RNAV (GPS) RWY 10

BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

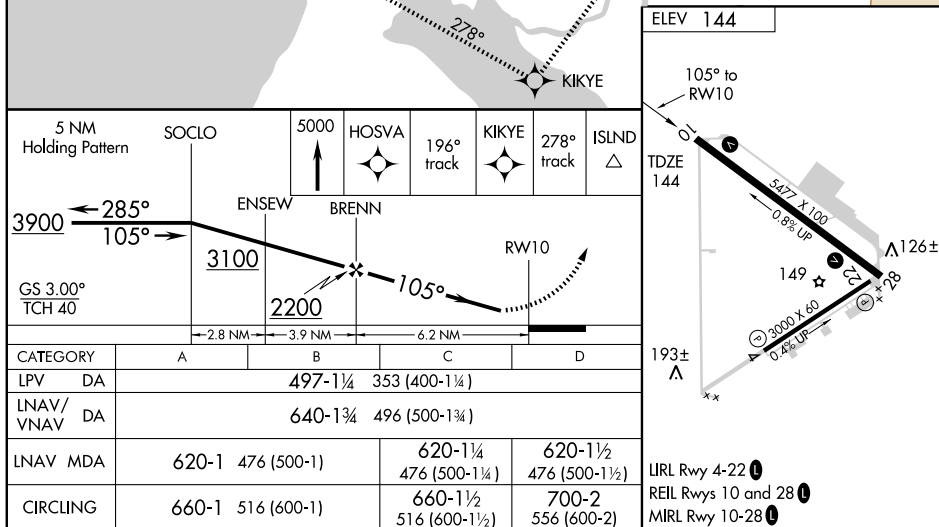
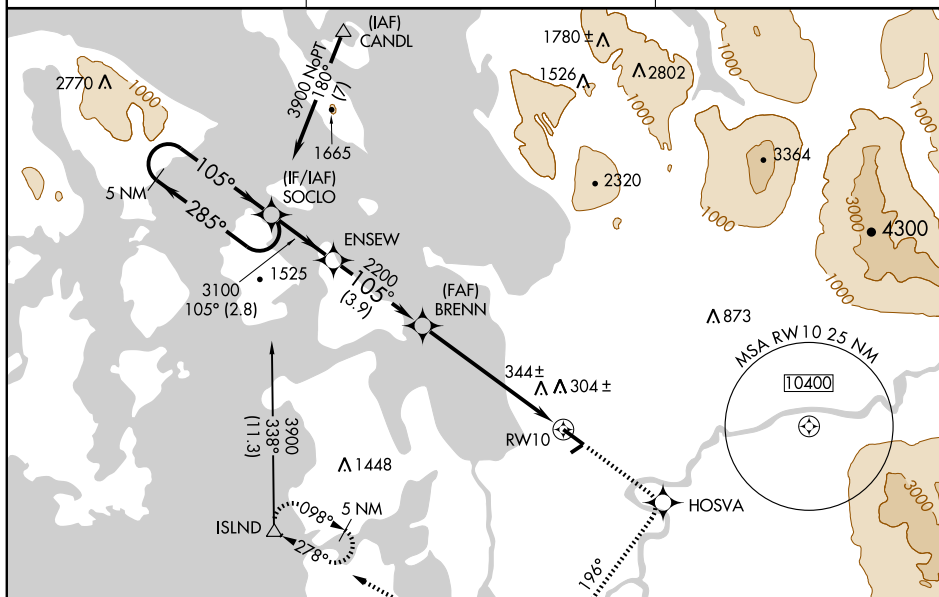
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Friday Harbor altimeter setting. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct HOSVA and via 196° track to KIKYE and via 278° track to ISLND and hold, continue climb-in-hold to 5000.

AWOS-3
121.125

WHIDBEY APP CON
120.7 270.8

UNICOM
123.075 (CTAF) ①



BURLINGTON/MOUNT VERNON, WASHINGTON

Amdt 1 10042

BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

48°28'N-122°25'W

RNAV (GPS) RWY 10

WAAS CH 70407 W28A	APP CRS 286°	Rwy Idg TDZE Apt Elev	5477 126 144
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RNAV (GPS) RWY 28

BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP: 0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Friday Harbor altimeter setting. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4000 direct SOCLO and hold, continue climb-in-hold to 4000.

AWOS-3
121.125

WHIDBEY APP CON
120.7 270.8

UNICOM
123.075 (CTAF) 0

MISSED APCH FIX



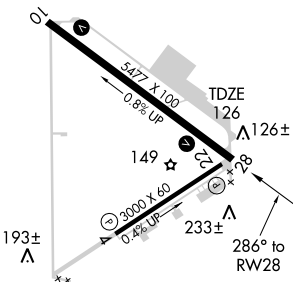
MSA RW28 25 NM

10600

ELEV 144

Procedure NA for arrivals at PAE VOR/DME via V23 southeast bound.

PAINE PAE



LURL Rwy 4-22 0

REIL Rws 10 and 28 0

MIRL Rwy 10-28 0

BURLINGTON/MOUNT VERNON, WASHINGTON

Orig-A 10042

BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

48°28'N-122°25'W

RNAV (GPS) RWY 28

4000 SOCLO		VGSI and RNAV glidepath not coincident				FOBSO	
*LNAV only		*1.2 NM to RW28		CEXBI 4.2 NM to RW28		TOKSE 7.1 NM to RW28	
RW28		1480*		2440*		3100	
1.2		3 NM		2.9 NM		2 NM	
CATEGORY		A		B		C	
LPV DA		421-1¼		295 (300-1¼)			
LNAV/VNAV DA		503-1½		377 (400-1½)			
LNAV MDA		600-1 474 (500-1)		600-1¼ 474 (500-1¼)		600-1½ 474 (500-1½)	
CIRCLING		660-1 516 (600-1)		660-1½ 516 (600-1½)		700-2 556 (600-2)	

CHEHALIS-CENTRALIA (CLS) 1 W UTC-8(-7DT) N46°40.62' W122°58.97'

176 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE SEA

RWY 16-34: H5000X150 (CONC) S-30, D-30, 2D-85 MIRL

RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 51'. Trees. Rgt tfc.

RWY 34: REIL. VASI(V2L)—GA 4.5° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z+. Fuel avbl 24 hrs by credit card only. No debit cards. Possible wildlife on rwys.

ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (360) 740-5164.

COMMUNICATIONS: CTAF/UNICOM 122.8

® SEATTLE APP CON 121.1

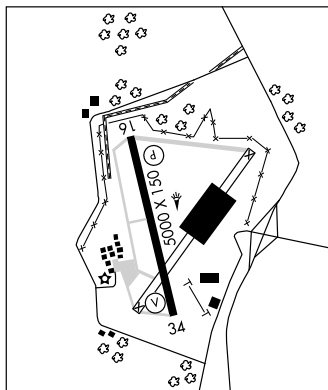
SEATTLE CENTER DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30'

W122°54.11' 172° 18.0 NM to fld. 200/19E.

HIWAS.

SEATTLE
H-1B, L-1C
IAP**CHELAN****LAKE CHELAN** (S10) 3 NE UTC-8(-7DT) N47°51.96' W119°56.56'

1263 B S2 FUEL 100LL, JET A NOTAM FILE SEA

RWY 02-20: H3503X60 (ASPH) S-12 MIRL

RWY 02: Thld dspcd 447'. Road. Rgt tfc.

RWY 20: PAPI(P2L). Thld dspcd 197'. Trees.

AIRPORT REMARKS: Attended continuously. Self-service fuel avbl 24 hrs. ACTIVATE MIRL Rwy 02-20 CTAF 122.9.

COMMUNICATIONS: CTAF/UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRAATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68' W119°25.44' 303° 36.1 NM to fld. 1250/21E.

SEATTLE
L-13A**CHEWELAH****SAND CANYON** (1S9) 2 N UTC-8(-7DT) N48°18.85' W117°44.60'

2084 B NOTAM FILE SEA

RWY 17-35: H3446X48 (ASPH) MIRL

RWY 17: PAPI(P2R)—GA 4.0° TCH 63'. Thld dspcd 230'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0°. Thld dspcd 101'.

AIRPORT REMARKS: Unattended. Deer and wildlife on and invov arpt.

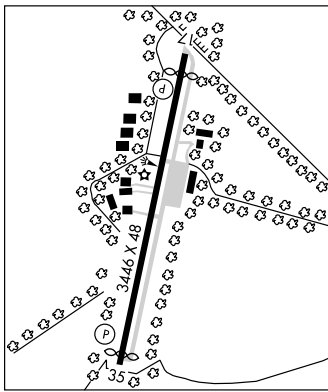
ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 operate continuously.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 333° 45.2 NM to fld. 2756/21E. HIWAS.

SEATTLE
L-13B

RNAV (GPS) RWY 16

CHEHALIS-CENTRALIA (CLS)

APP CRS **160°**
Rwy Idg **5000**
TDZE **173**
Apt Elev **174**

V DME/DME RNP-0.3 NA.
Δ NA Circling NA northeast of Rwy 16-34.
Circling NA at night.

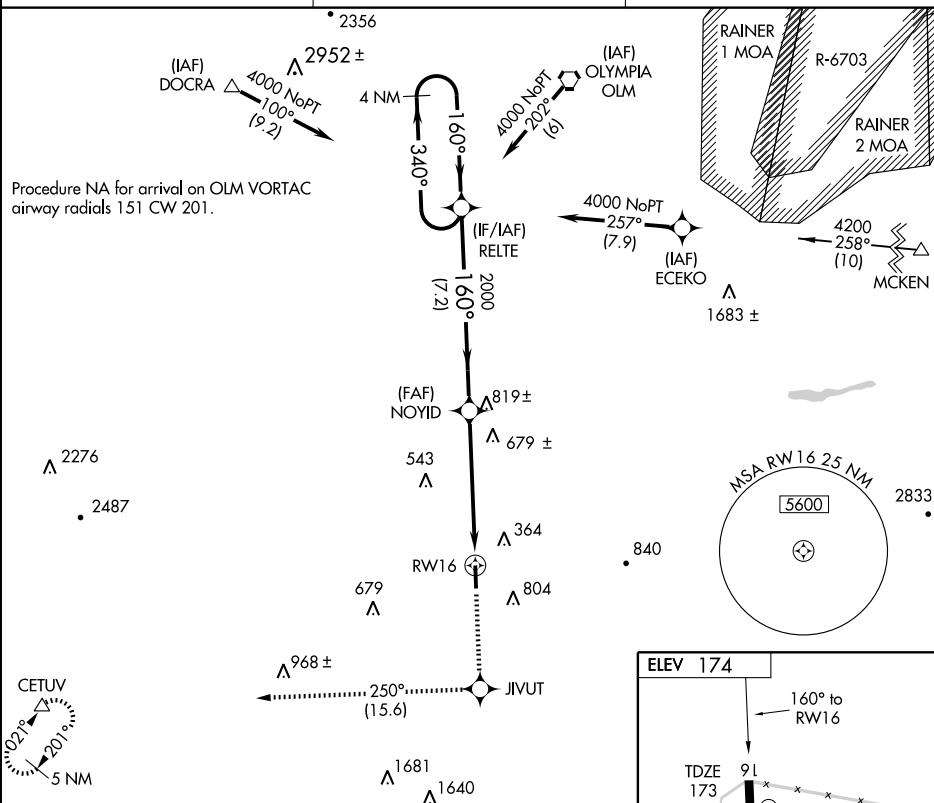
MISSED APPROACH: Climb to 5000 direct JIVUT and right turn via 250° track to CETUV and hold, continue climb-in-hold to 5000.

AWOS-3
118.025

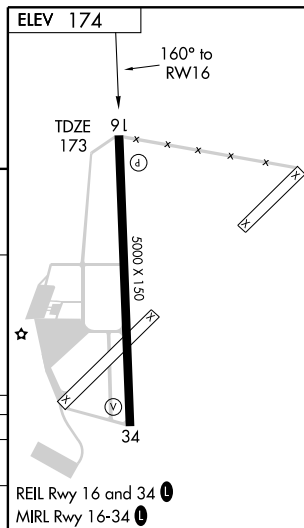
SEATTLE APP CON
121.1 377.15

UNICOM
122.8 (CTAF) 0

Procedure NA for arrival on OLM VORTAC
airway radials 151 CW 201.



4 NM Holding Pattern		RELTE	5000	JIVUT	250°	CETUV
4000		340°	160°	160°	3.05° TCH 51	RWY 16
VGSI and descent angles not coincident.		2000	7.2 NM	5.5 NM		
CATEGORY	A	B	C	D		
RNAV MDA	980-1 807 (900-1)	980-1½ 807 (900-1½)	980-2½ 807 (900-2½)	980-2½ 807 (900-2½)		
CIRCLING	980-1 806 (900-1)	980-1½ 806 (900-1½)	1080-2¾ 906 (1000-2¾)	1140-3 966 (1000-3)		



DEER PARK (DEW) 3 NE UTC-8(-7DT) N47°58.02' W117°25.72'
 2211 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE DEW
 RWY 16-34: H6100X75 (ASPH) S-21 MIRL 0.4% up NW

RWY 16: REIL. PAPI (P4L)—GA 3.5° TCH 38'. Trees.

RWY 34: REIL. PAPI (P4L)—GA 3.0° TCH 40'.

RWY 04-22: H3200X60 (ASPH) S-12.5

AIRPORT REMARKS: Attended Apr-Oct 1600-0100Z†, Nov-Mar 1800-0000Z†. 100LL avbl 24 hrs credit card self service facility. Call ahead for Jet A svc 509-276-3379. Rwy 04-22 heavy glider activity weekends. Monitor glider traffic on 123.3 abv 5000' MSL. Glider pattern TPA 3211(1000). Model airplane activity on arpt. Farming opr active on land adjacent to rwy. Deer and coyotes on and invof runways. 175' twr 2000' W of Rwy 16-34. Noise abatement procedures in effect ctc arpt manager 509-276-3379. Rwy 16 preferred calm wind rwy. ACTIVATE MIRL Rwy 16-34—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 276-2303.

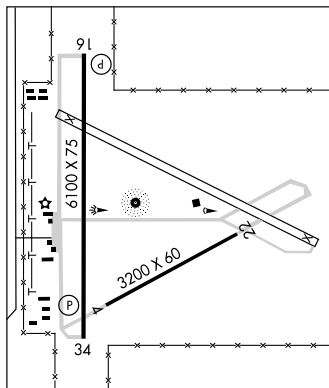
COMMUNICATIONS: CTAF/UNICOM 123.0

® SPOKANE APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'
 W117°37.61' 357° 25.4 NM to fld. 2756/21E. HIWAS.

NDB (MHW) 365 DPY N47°58.07' W117°25.58' at fld. NOTAM FILE DEW. NDB unmonitored.



SEATTLE
 H-1C, L-13B
 IAP

DESERT AIRE (See MATTAWA)

DE VERE FLD (See CLE ELUM)

DONNY N46°31.54' W120°22.33'. NOTAM FILE YKM.
 NDB (LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

SEATTLE

DOROTHY SCOTT (See OROVILLE)

DUNEZ N46°20.29' W119°00.75'. NOTAM FILE PSC.
 NDB (LOM) 331 PS 205° 6.3 NM to Tri-Cities. Unmonitored when twr clsd.

SEATTLE

EASTON STATE (ESW) 2 N UTC-8(-7DT) N47°15.25' W121°11.13'

SEATTLE

2226 NOTAM FILE SEA

RWY 09-27: 2640X100 (TURF) MIRL

RWY 09: Trees RWY 27: Trees

AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 thru Jun 1. Wind cone mounted on 50' self supporting tower. Vehicles, pedestrians and wildlife on and invof arpt.

COMMUNICATIONS: CTAF 122.9

EASTSOUND

ORCAS ISLAND (ORS) 1 N UTC-8(-7DT) N48°42.50' W122°54.64'

SEATTLE

31 B S3 FUEL 100LL TPA—1031(1000) NOTAM FILE ORS

RWY 16-34: H2900X60 (ASPH-AFSC) S-12.5 MIRL

RWY 16: REIL. VASI (V4L)—GA 2.9° TCH 35'.

RWY 34: REIL. PAPI (P2L)—GA 4.0° TCH 28'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0030Z†. Self svc 24 hr fuel avbl with credit card. Deer on and invof rwy. Noise abatement procedures in effect, ctc arpt manager 360-376-5285. Additional transient tiedowns south of segmented circle. PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles, during decent close alignment to rwy centerline is necessary. ACTIVATE VASI Rwy 16, REIL Rwy 16 and Rwy 34 and twy lgt—128.25.

WEATHER DATA SOURCES: AWOS-3 135.425 (360) 376-6045.

COMMUNICATIONS: CTAF 128.25

VICTORIA NORTH APP/DEP CON 132.7

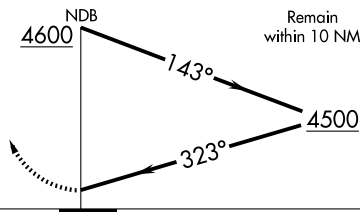
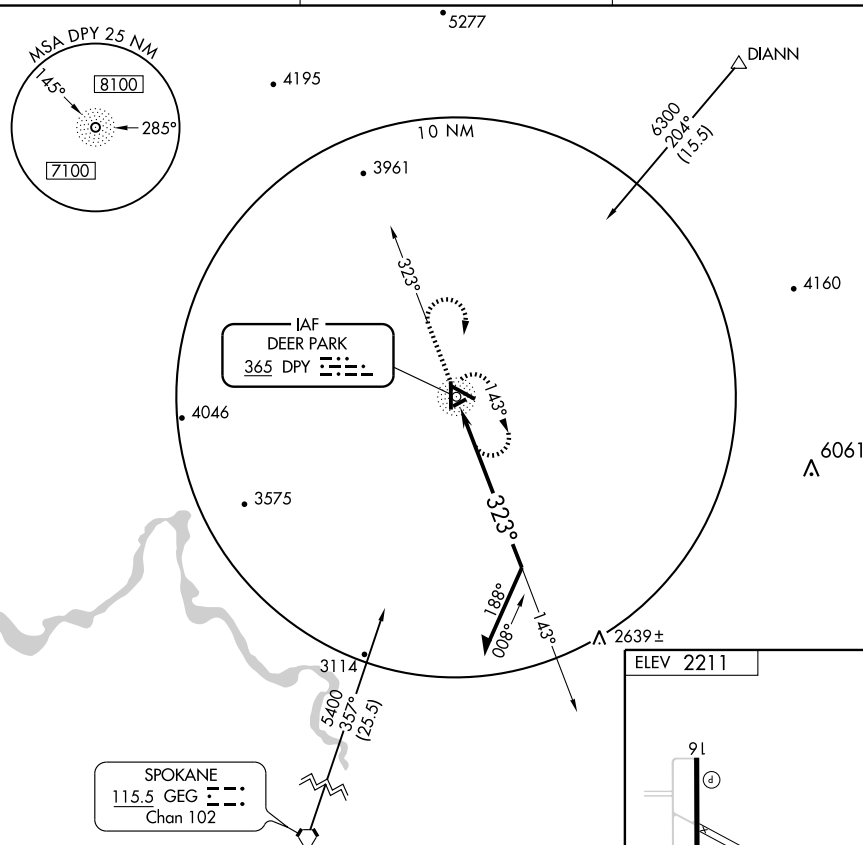
WHIDBEY SOUTH APP/DEP CON 118.2

SEATTLE
 L-1E
 IAP

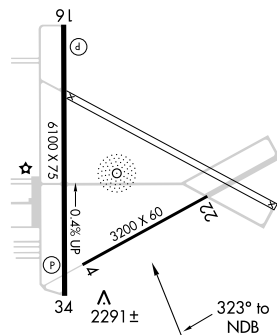
NDB DPY
365APP CRS
323°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
2211**NDB-A**
DEER PARK (DEW)

▼ Circling NA west of Rwy 16-34.
▲ NA When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDAs 80 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 3600 via 323° bearing from DPY NDB then climbing right turn to 4500 direct DPY NDB and hold.

ASOS
135.175SPOKANE APP CON
123.75 282.25UNICOM
123.0 (CTAF) 0

ELEV 2211



CATEGORY	A	B	C	D
CIRCLING	3000-1 789 (800-1)	3000-1¼ 789 (800-1¼)	3000-2¼ 789 (800-2¼)	3000-2½ 789 (800-2½)

REIL Rwy 16 and 34
MRL Rwy 16-34 0

WAAS CH 61306 W34A	APP CRS 344°	Rwy Idg TDZE Apt Elev	6100 2201 2211
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RNAV (GPS) RWY 34

DEER PARK (DEW)

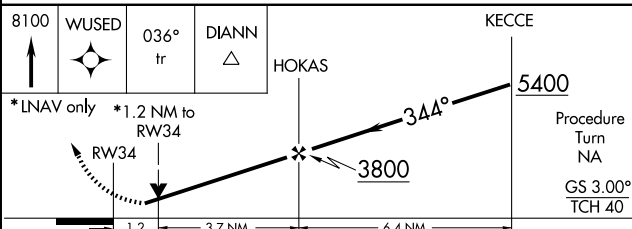
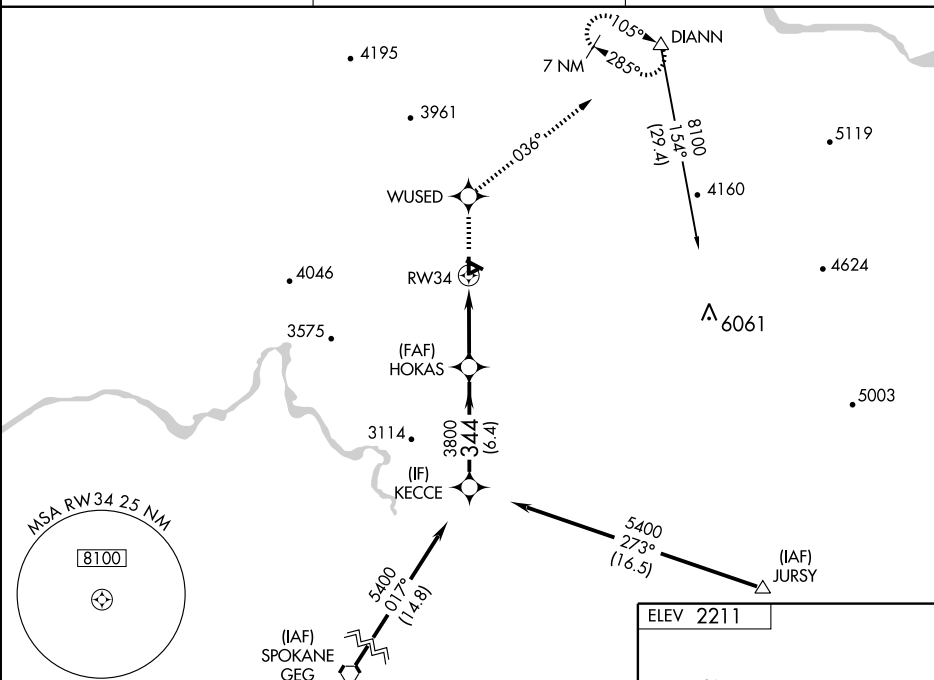
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
▲ When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities ¼ mile. Circling not authorized west of Rwy 16-34. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Spokane Intl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8100 direct WUSED and via 036° track to DIANN and hold, continue climb-in-hold to 8100.

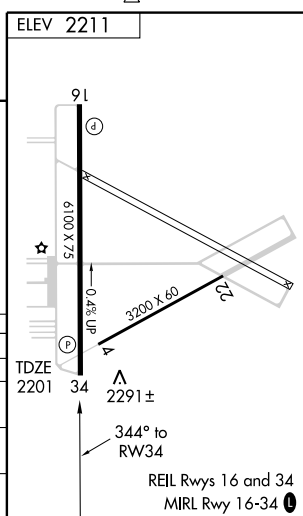
ASOS
135.175

SPOKANE APP CON
123.75 282.25

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	2466-1		265 (300-1)	
LNAV/VNAV DA	2551-1¼		350 (400-1¼)	
LNAV MDA	2600-1		399 (400-1)	
CIRCLING	2700-1		2780-2	
	489 (500-1)		569 (600-2)	
	2700-1½		2780-2	
	489 (500-1½)		569 (600-2)	



DEER PARK (DEW) 3 NE UTC-8(-7DT) N47°58.02' W117°25.72'
 2211 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE DEW
 RWY 16-34: H6100X75 (ASPH) S-21 MIRL 0.4% up NW

RWY 16: REIL. PAPI (P4L)—GA 3.5° TCH 38'. Trees.

RWY 34: REIL. PAPI (P4L)—GA 3.0° TCH 40'.

RWY 04-22: H3200X60 (ASPH) S-12.5

AIRPORT REMARKS: Attended Apr-Oct 1600-0100Z†, Nov-Mar 1800-0000Z†. 100LL avbl 24 hrs credit card self service facility. Call ahead for Jet A svc 509-276-3379. Rwy 04-22 heavy glider activity weekends. Monitor glider traffic on 123.3 abv 5000' MSL. Glider pattern TPA 3211(1000). Model airplane activity on arpt. Farming opr active on land adjacent to rwy. Deer and coyotes on and in/ov runways. 175' twr 2000' W of Rwy 16-34. Noise abatement procedures in effect ctc arpt manager 509-276-3379. Rwy 16 preferred calm wind rwy. ACTIVATE MIRL Rwy 16-34—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 276-2303.

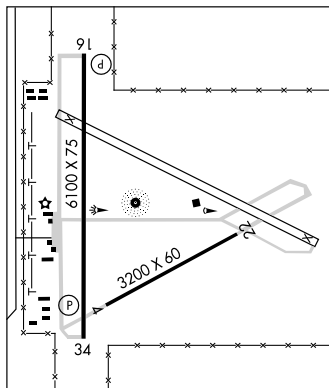
COMMUNICATIONS: CTAF/UNICOM 123.0

® SPOKANE APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'
 W117°37.61' 357° 25.4 NM to fld. 2756/21E. HIWAS.

NDB (MHW) 365 DPY N47°58.07' W117°25.58' at fld. NOTAM FILE DEW. NDB unmonitored.



SEATTLE
 H-1C, L-13B
 IAP

DESERT AIRE (See MATTAWA)

DE VERE FLD (See CLE ELUM)

DONNY N46°31.54' W120°22.33'. NOTAM FILE YKM.
 NDB (LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

SEATTLE

DOROTHY SCOTT (See OROVILLE)

DUNEZ N46°20.29' W119°00.75'. NOTAM FILE PSC.
 NDB (LOM) 331 PS 205° 6.3 NM to Tri-Cities. Unmonitored when twr clsd.

SEATTLE

EASTON STATE (ESW) 2 N UTC-8(-7DT) N47°15.25' W121°11.13'

SEATTLE

2226 NOTAM FILE SEA

RWY 09-27: 2640X100 (TURF) MIRL

RWY 09: Trees RWY 27: Trees

AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 thru Jun 1. Wind cone mounted on 50' self supporting tower. Vehicles, pedestrians and wildlife on and in/ov arpt.

COMMUNICATIONS: CTAF 122.9

EASTSOUND

ORCAS ISLAND (ORS) 1 N UTC-8(-7DT) N48°42.50' W122°54.64'

SEATTLE

31 B S3 FUEL 100LL TPA—1031(1000) NOTAM FILE ORS

RWY 16-34: H2900X60 (ASPH-AFSC) S-12.5 MIRL

RWY 16: REIL. VASI (V4L)—GA 2.9° TCH 35'.

RWY 34: REIL. PAPI (P2L)—GA 4.0° TCH 28'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0030Z†. Self svc 24 hr fuel avbl with credit card. Deer on and in/ov rwy. Noise abatement procedures in effect, ctc arpt manager 360-376-5285. Additional transient tiedowns south of segmented circle. PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles, during decent close alignment to rwy centerline is necessary. ACTIVATE VASI Rwy 16, REIL Rwy 16 and Rwy 34 and twy lgts—128.25.

WEATHER DATA SOURCES: AWOS-3 135.425 (360) 376-6045.

COMMUNICATIONS: CTAF 128.25

VICTORIA NORTH APP/DEP CON 132.7

WHIDBEY SOUTH APP/DEP CON 118.2

L-1E
 IAP

APP CRS 343°	Rwy Idg TDZE Apt Elev	N/A N/A 31
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-A

EASTSOUND/ORCAS ISLAND (ORS)

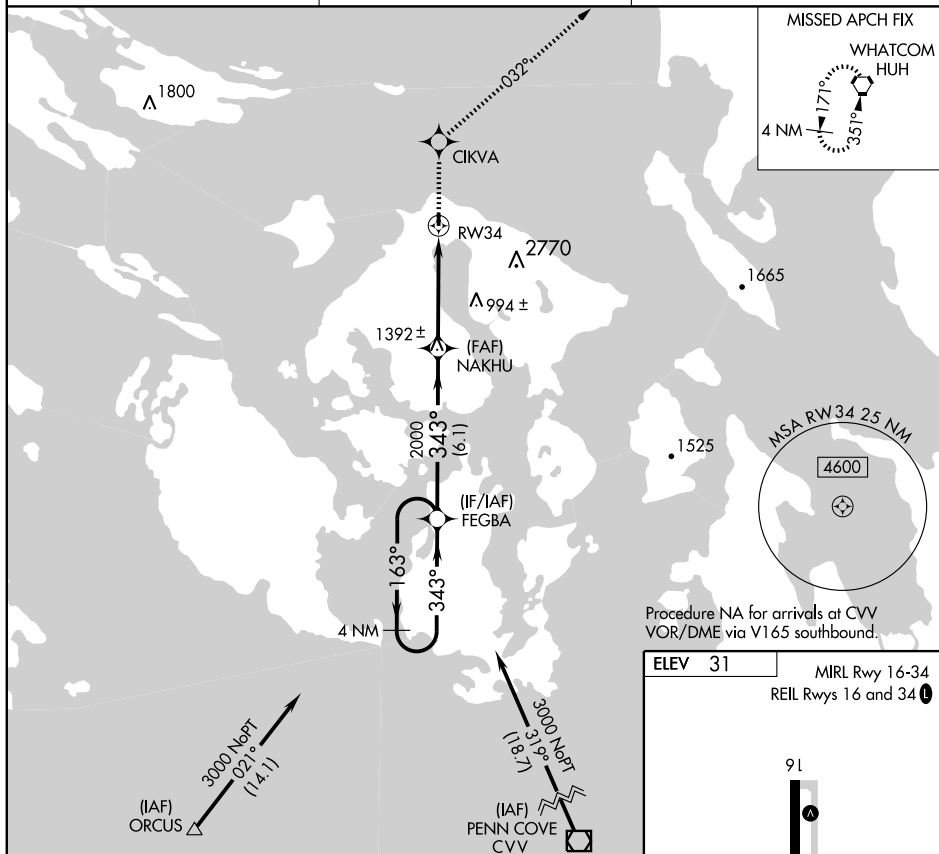
▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ When local altimeter setting not received, use Friday Harbor altimeter setting and increase MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct CIKVA and via track 032° to HUH VORTAC and hold.

AWOS-3
135.425

WHIDBEY APP CON
118.2 285.65

CTAF
128.25 0

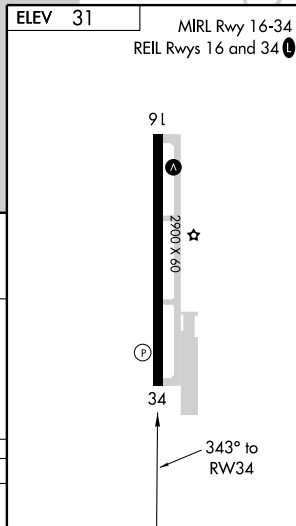
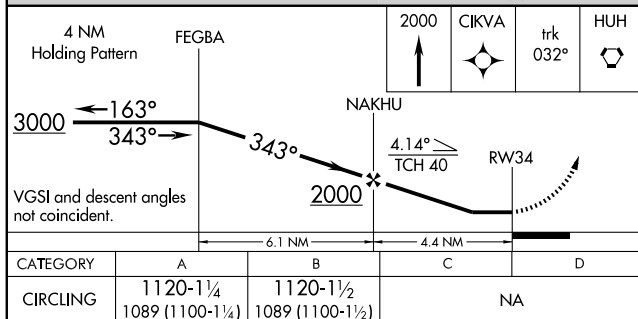


Procedure NA for arrivals at CVV VOR/DME via V165 southbound.

ELEV **31**

MIRL Rwy 16-34

REIL Rwy 16 and 34 **0**



ELLENSBURG**BOWERS FLD**

(ELN) 2 N UTC-8(-7DT) N47°01.98' W120°31.84'

1764 B S4 **FUEL** 100LL, JET A TPA-2598(834) NOTAM FILE ELN**RWY 07-25:** H5590X150 (ASPH) S-28 0.8% up E**RWY 07:** Tree. **RWY 25:** P-line.**RWY 11-29:** H4301X150 (CONC) S-35, D-57, 2D-100

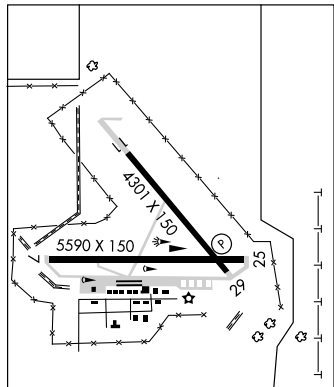
MIRL 0.4% up NW

RWY 29: REIL. PAPI(P2R)-GA 3.0° TCH 40'.**AIRPORT REMARKS:** Attended Mon-Fri 1500-0300Z+, Sat-Sun 1500-0200Z+. Rwy 07-25 CLOSED Dec 15-Feb 28, no maintenance avail. Rwy 07-25 has weeds growing through cracks in pavement first 2000'. **ACTIVATE MIRL** Rwy 11-29-123.0.**WEATHER DATA SOURCES:** ASOS 118.375 (509) 925-2040. **HIWAS** 117.9 ELN.**COMMUNICATIONS: CTAF/UNICOM:** 123.0**ELLENSBURG RCO** 122.2 (SEATTLE RADIO)**SEATTLE CENTER APP/DEP CON** 132.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELN.**ELLENSBURG (H) VORTACW** 117.9 ELN Chan 126 N47°01.46'W120°27.50' 259° 3.0 NM to fld. 1770/21E. **HIWAS.**

SEATTLE

H-1C, L-13A

IAP

**ELMA MUNI**

(4W8) 1 SW UTC-8(-7DT) N46°59.43' W123°25.78'

35 B TPA-835(800) NOTAM FILE SEA

RWY 07-25: H2280X30 (ASPH) MIRL (NSTD)**RWY 07:** Trees. Rgt tfc. **RWY 25:** Thld dsplcd 180' Trees.**AIRPORT REMARKS:** Unattended. Rwy 07-25 NSTD MIRL. Rwy 25 dsplcd thld unlgtd, 2095' of Rwy 07-25 avbl for ngtd ops. Rwy 07-25 disregard white X's on rwy. Rwy 07-25 very narrow faded centerline stripe, rwy 1D NSTD dimensions. **ACTIVATE NSTD MIRL** Rwy 07-25-CTAF.**COMMUNICATIONS: CTAF/UNICOM** 122.8

SEATTLE

ELWHA

N48°09.01' W123°40.22'. NOTAM FILE CLM.

NDB (MHW/LOM) 515 CL 083° 7.1 NM to William R. Fairchild Intl.

NDB unusable 100°-235° beyond 12 NM.


SEATTLE

L-1E

APP CRS	Rwy Idg	5590
267°	TDZE	1755
	Apt Elev	1764

RNAV (GPS) RWY 25

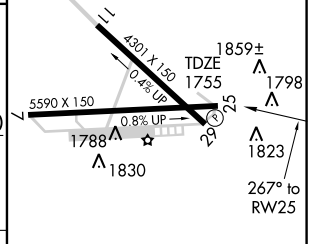
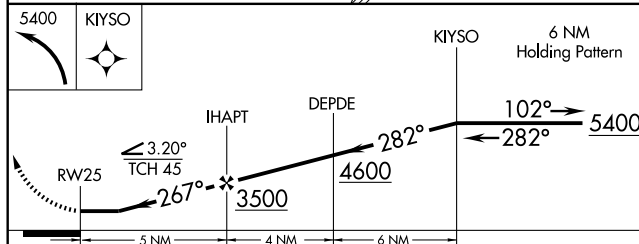
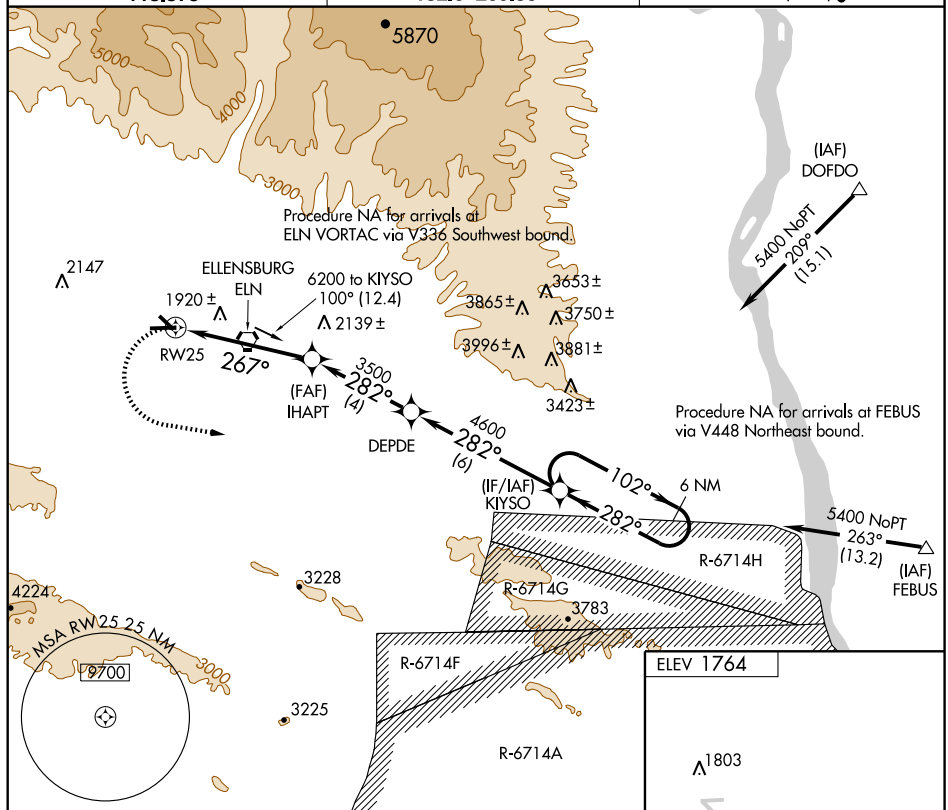
ELLENSBURG/ BOWERS FIELD (ELN)

 Straight-in minimums not authorized at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure not authorized when R-6714A, F, G, H are in operation. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and increase visibility LNAV Cat. B ¼ mile, Cats. C/D ½ mile, and increase circling visibility Cat. B ¼ mile, Cats. C/D ½ mile.

MISSED APPROACH:
Climbing left turn to 5400
direct KIYSO and hold.

ASOS
118.375

SEATTLE CENTER
132.6 269.35

UNICOM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	2360-1 605 (600-1)		2360-1 $\frac{3}{4}$ 605 (600-1 $\frac{3}{4}$)	2360-2 605 (600-2)
CIRCLING	2360-1 596 (600-1)		2360-1 $\frac{3}{4}$ 596 (600-1 $\frac{3}{4}$)	2500-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)

REIL Rwy 29
MIRL Rwy 11-29 **L**

ELLENSBURG, WASHINGTON

Amdt 1 22OCT09

47°02'N-120°32'W

ELLENSBURG/BOWERS FIELD (ELN)

RNAV (GPS) RWY 25

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4301
297°	TDZE	1759
	Apt Elev	1764

RNAV (GPS) RWY 29

ELLENSBURG/ BOWERS FIELD (ELN)

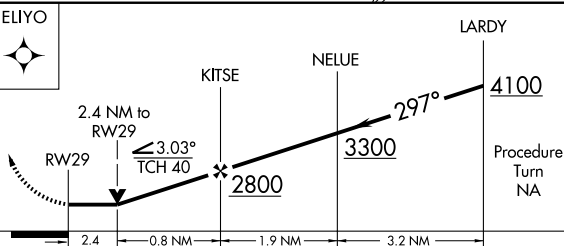
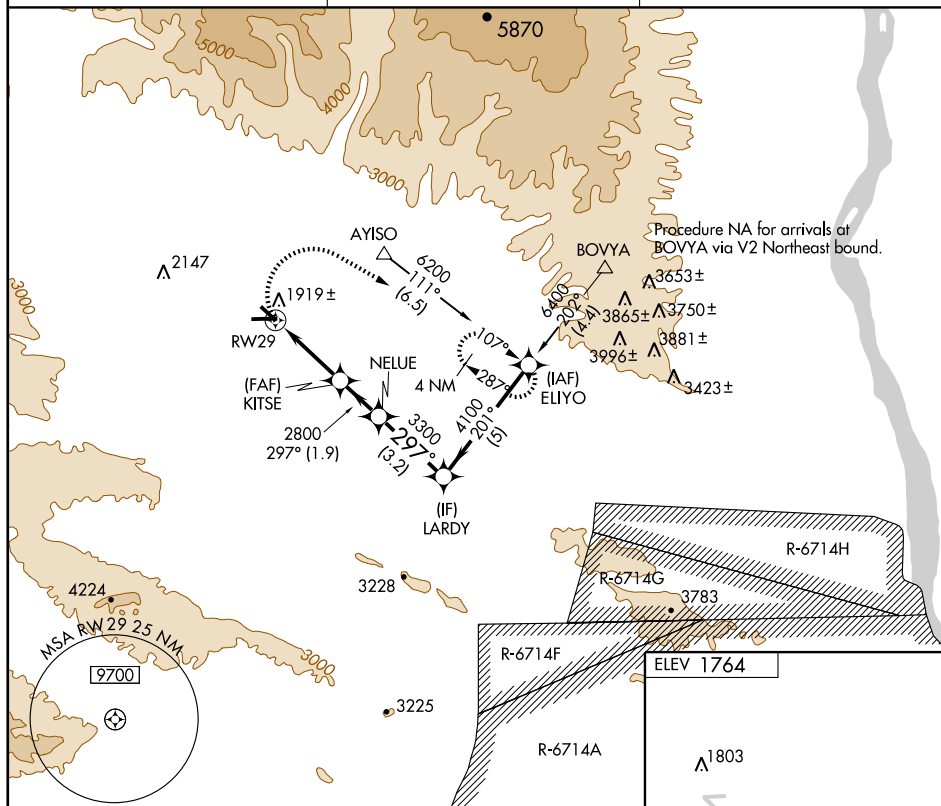
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and increase visibility LNAV Cat. A and circling Cat. A ¼ mile. VDP NA when using Wenatchee altimeter setting.

MISSED APPROACH: Climbing right turn to 5400 direct ELIYO and hold, continue climb-in hold to 5400.

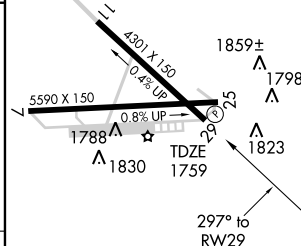
ASOS
118.375

SEATTLE CENTER
132.6 269.35

UNICOM
123.0 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	2560-1 801 (800-1)	2560-1¼ 801 (800-1¼)	NA	
CIRCLING	2560-1 796 (800-1)	2560-1¼ 796 (800-1¼)	NA	



REIL Rwy 29
MIRL Rwy 11-29 ①

VORTAC ELN 117.9 Chan 126	APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 1764
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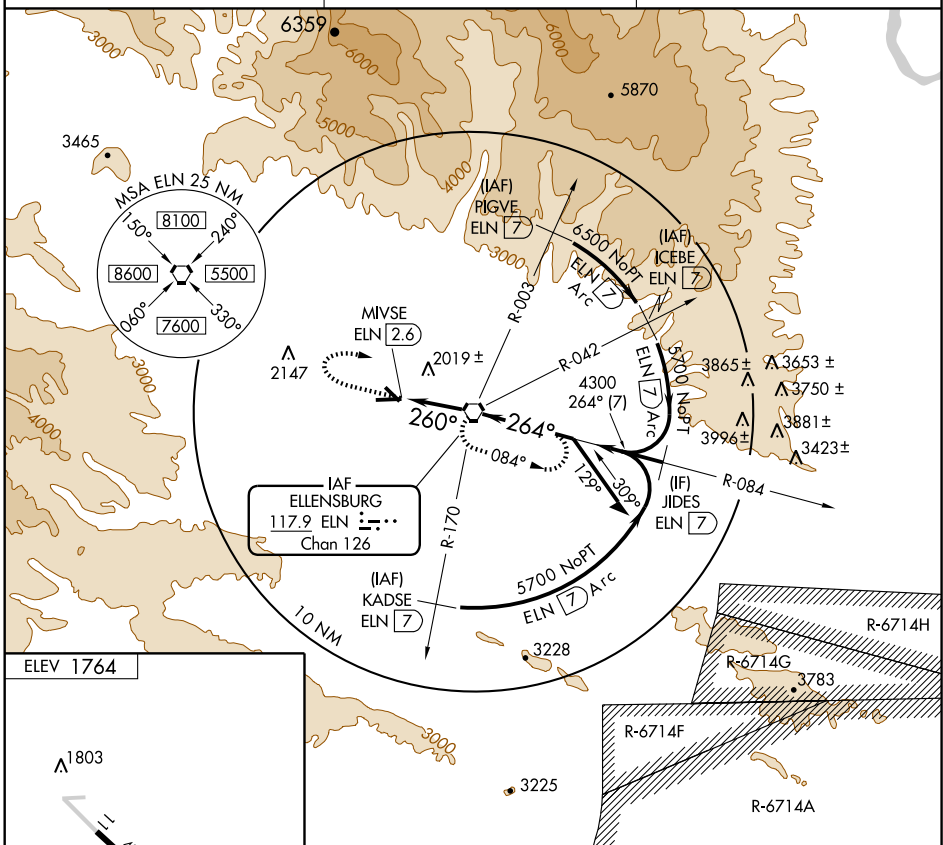
ELLENSBURG/BOWERS FIELD (ELN)

<p>V When local altimeter setting not received, use A Wentachee altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4400 then climbing right turn to 5700 direct ELN VORTAC and hold, continue climb-in-hold to 5700. When authorized by ATC, climb-in-hold to MEA for direction of flight.</p>
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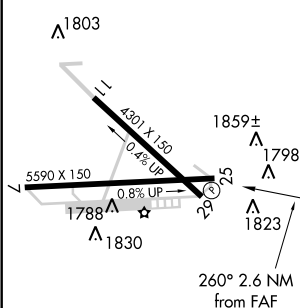
ASOS
118.375

SEATTLE CENTER
132.6 269.35

UNICOM
123.0 (CTAF) 0



ELEV 1764



REIL Rwy 29
MIRL Rwy 11-29 0

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A	B	C	D
CIRCLING	3260-1 1/4 1496 (1500-1 1/4)		NA	

ELLENSBURG, WASHINGTON

Amdt 3A 10070

ELLENSBURG/BOWERS FIELD (ELN)

47°02'N-120°32'W

VOR-B

VORTAC ELN
117.9
Chan 126

APP CRS
260°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
1763

VOR/DME-A
ELLENSBURG/BOWERS FIELD (ELN)

▼
▲ NA

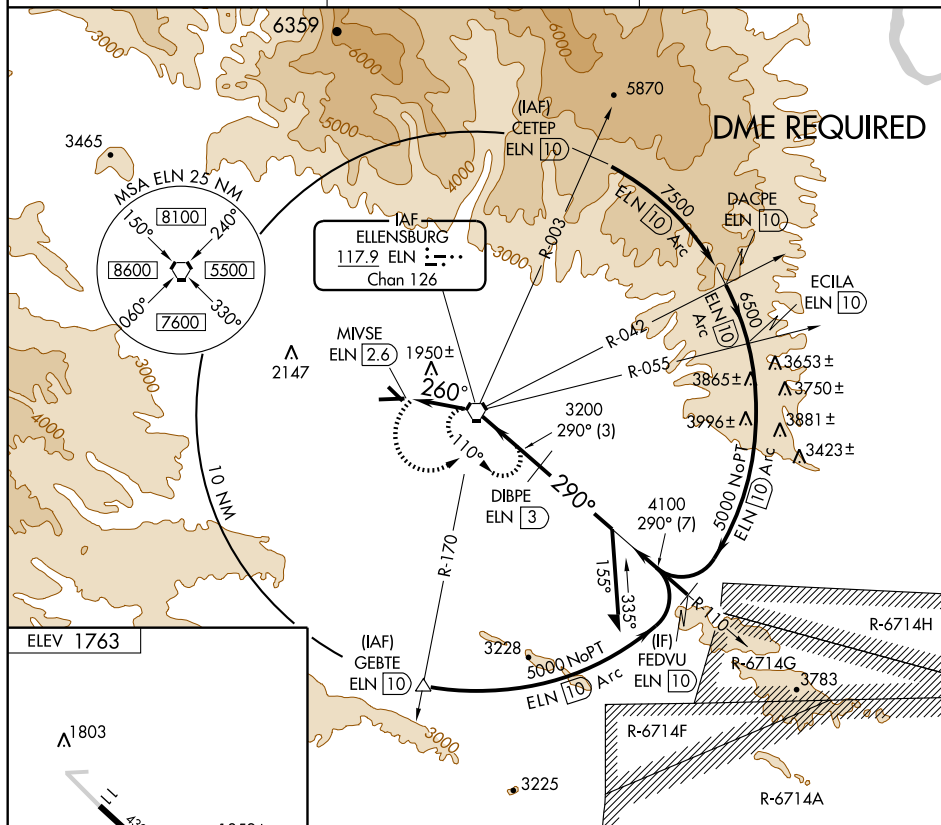
If local altimeter setting not received, use Wenatchee altimeter setting and increase all MDAs 140 feet. Procedure not authorized when R-6714A, F, G, H are in operation.

MISSED APPROACH: Climbing left turn to 5000 direct ELN VORTAC and hold.

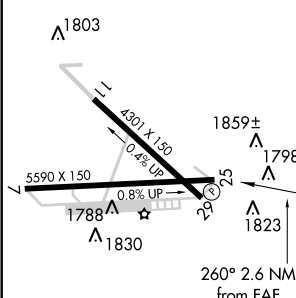
ASOS
118.375

SEATTLE CENTER
132.6 269.35

UNICOM
123.0 (CTAF) ①



ELEV 1763



REIL Rwy 29
MIRL Rwy 11-29 ①

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A		B	C	D
	2280-1		2340-1	NA	
CIRCLING	517 (600-1)		577 (600-1)		

ELLENSBURG, WASHINGTON

Amdt 3 10070

ELLENSBURG/BOWERS FIELD (ELN)

47°02'N-120°32'W

VOR/DME-A

EPHRATA MUNI (EPH) 2 SE UTC-8(-7DT) N47°18.48' W119°31.01'

1276 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EPH

RWY 03-21: H5500X75 (ASPH) S-60, D-90, 2S-114, 2D-115 MIRL

RWY 03: PAPI (P4L)—GA 3.0° TCH 40'. Ground. Rgt tfc. 0.3% up.

RWY 21: PAPI (P2L)—GA 3.0° TCH 40'.

RWY 11-29: H3843X60 (ASPH) S-40, D-53, 2D-105 MIRL

RWY 11: REIL. Ground.

RWY 29: REIL. PAPI(P2L)—GA 3.0°. TCH 40'.

RWY 04-22: H3467X150 (ASPH)

RWY 22: Rgt tfc.

AIRPORT REMARKS: Attended 1530-0000Z†. Fuel 24 hr credit card svc avbl. Rwy 04-22 for gliders only. Be alert aerobatic acft activity over center of arpt. Ultralight activity invof arpt. TPA for ultralight acft 1526(250). Heavy glider activity from apron area Apr-Oct. ACTIVATE MIRL Rwy 03-21 and MIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29—CTAF. PAPI Rwy 29, Rwy 03 and Rwy 21 opr continuously. UNICOM monitored intermittently.

WEATHER DATA SOURCES: ASOS 135.775 (509) 754-3761.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (SEATTLE RADIO)

GRANT COUNTY APP/DEP CON 126.4 (1400-0600Z†)

SEATTLE CENTER APP/DEP CON 126.1 (0600-1400Z†)

AIRSPACE: CLASS E svc 1400-0600Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

(H) **VORTACW** 112.6 EPH Chan 73 N47°22.68' W119°25.44'

VOR unusable 310°-350° byd 25 NM blo 6,500'.

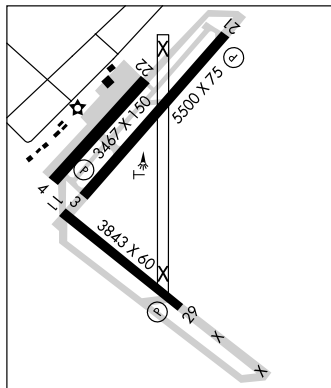
DME portion unusable:

280°-295° byd 25 NM blo 7,000'.

SEATTLE

H-1C, L-13A

IAP



201° 5.7 NM to fld. 1250/21E.

310°-350° byd 25 NM blo 6,500'.

WAAS CH 50208 W03A	APP CRS 027°	Rwy Idg TDZE Apt Elev	5500 1269 1276
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RNAV (GPS) RWY 3

EPHRATA MUNI (EPH)

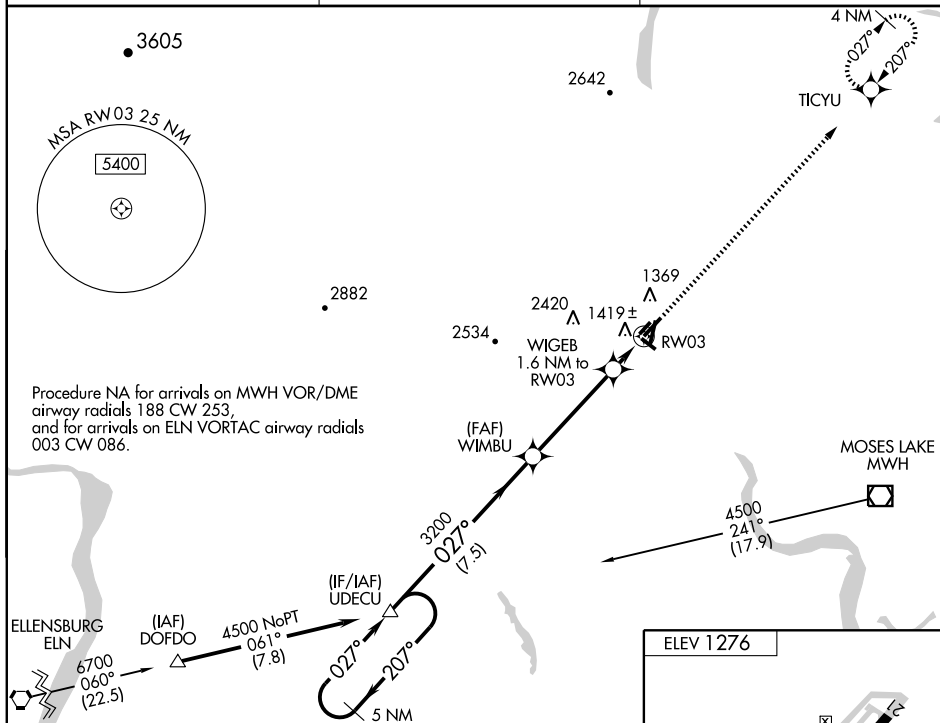
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct TICYU and hold.

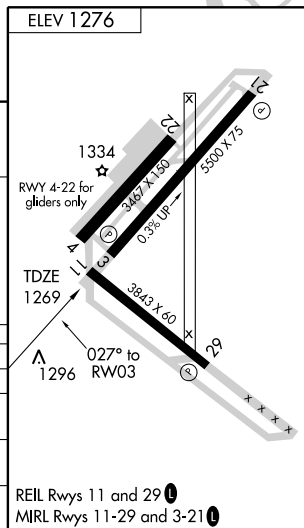
ASOS
135.775

GRANT COUNTY APP CON *
126.4 379.95

UNICOM
122.8 (CTAF) 0



5 NM Holding Pattern				
4500 ← 207°				
→ 027°				
GS 3.00° TCH 60				
CATEGORY	A	B	C	D
LPV DA		1519-1	250 (300-1)	
LNAV/VNAV DA		1689-1½	420 (500-1½)	
LNAV MDA	1680-1	411 (500-1)	1680-1¼	411 (500-1¼)
CIRCLING	1720-1 444 (500-1)	1740-1 464 (500-1)	1780-1½ 504 (600-1½)	2500-3 1224 (1300-3)



WAAS CH 82308 W21A	APP CRS 207°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276
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RNAV (GPS) RWY 21


EPHRATA MUNI (EPH)

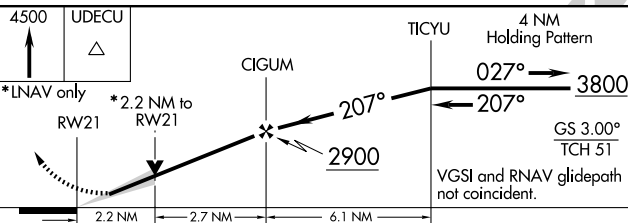
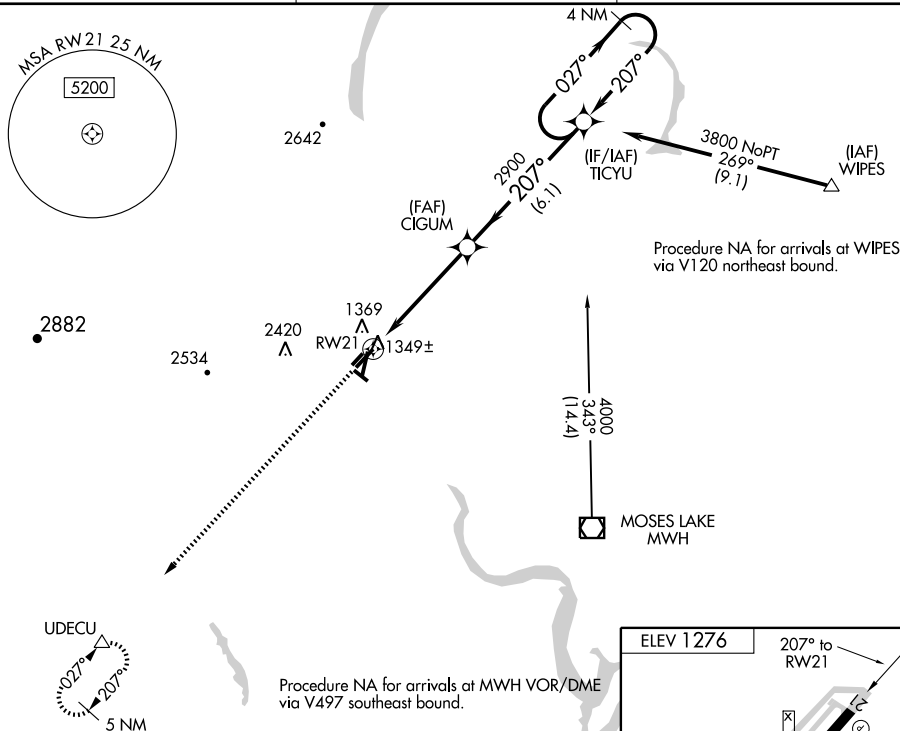
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; Increase visibility LPV all Cats., LNAV Cats. C and D and Circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 4500 direct UDECU and hold.

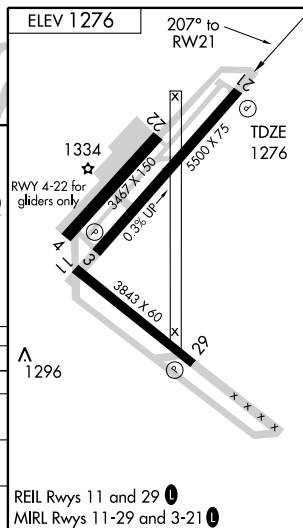
ASOS
135.775

GRANT COUNTY APP CON ★
126.4 379.95

UNICOM
122.8 (CTAF) 



CATEGORY	A	B	C	D
LPV DA	1526- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	2171-4 895 (900-4)			
LNAV MDA	2020-1 744 (800-1)	2020-1 $\frac{1}{4}$ 744 (800- $\frac{1}{4}$)	2020-2 $\frac{1}{4}$ 744 (800-2 $\frac{1}{4}$)	2020-2 $\frac{1}{2}$ 744 (800-2 $\frac{1}{2}$)
CIRCLING	2020-1 744 (800-1)	2020-1 $\frac{1}{4}$ 744 (800- $\frac{1}{4}$)	2020-2 $\frac{1}{4}$ 744 (800-2 $\frac{1}{4}$)	2500-3 1224 (1300-3)



EPHRATA, WASHINGTON

Orig-A 14JAN10

47°18'N - 119°31'W

EPHRATA MUNI (EPH)

RNAV (GPS) RWY 21

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 3

EPHRATA MUNI (EPH)

VORTAC EPH	APP CRS	Rwy Idg	5500
112.6	022°	TDZE	1269
Chan 73		Apt Elev	1276

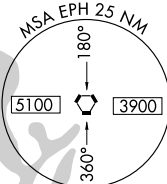
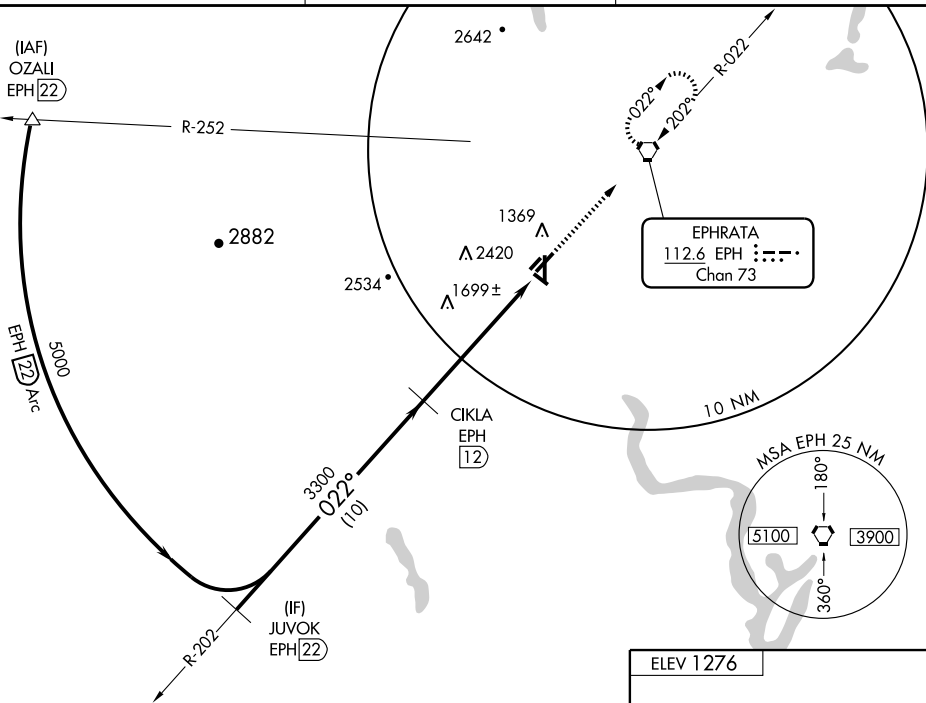
- ▼ When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all MDA 40 feet.
- ▲ VDP NA when using Moses Lake/Grant County Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct EPH VORTAC and hold, continue climb-in-hold to 4000.

ASOS
135.775

GRANT COUNTY APP CON ★
126.4 379.95

UNICOM
122.8 (CTAF) 0



Procedure
Turn NA

JUVOK
EPH 22

5000

022°

3300

CIKLA
EPH 12

EPH 7.6

EPH 5.9

3.05°

TCH 60

4.4 NM

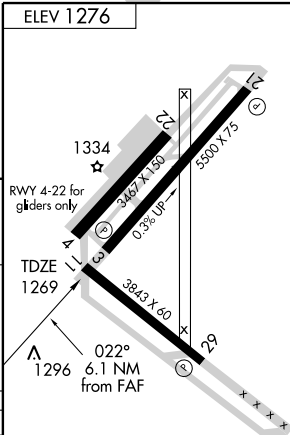
1.7 NM

4000

EPH

VGSI and descent
angles not coincident.

CATEGORY	A	B	C	D
S-3	1960-1 691 (700-1)		1960-2 691 (700-2)	1960-2 ¼ 691 (700-2 ¼)
CIRCLING	1960-1 684 (700-1)		1960-2 684 (700-2)	2500-3 1224 (1300-3)



REIL Rwy 11 and 29 0
MIRL Rwy 11-29 and 3-21 0

VORTAC EPH <u>112.6</u> Chan 73	APP CRS 202°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276
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VOR RWY 21
EPHRATA MUNI (EPH)

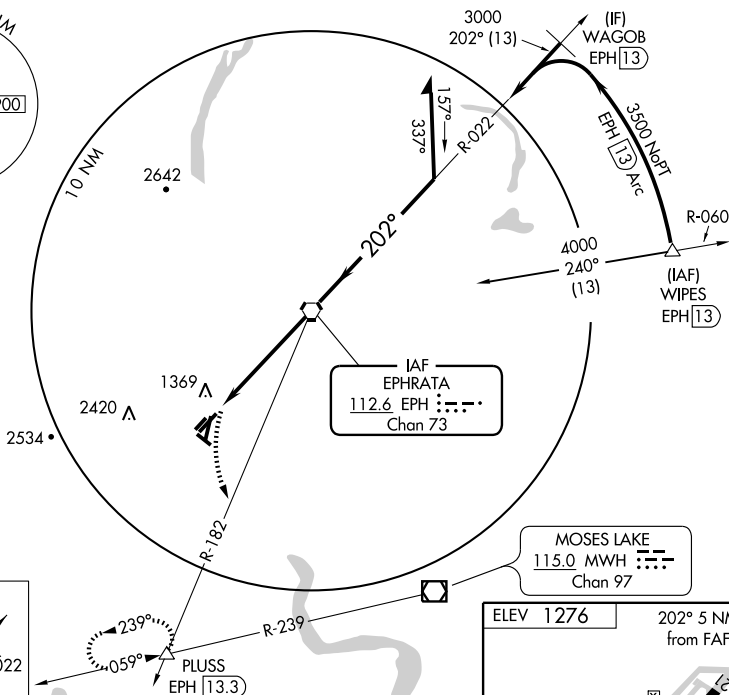
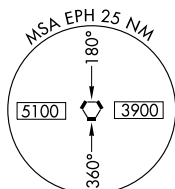
T When local altimeter setting not received, use Moses Lake/Grant County
A Intl altimeter setting and increase all MDA 40 feet, increase S-21 Cat D
visibility 1/4 mile. VDP NA when using Moses Lake/Grant County Intl
altimeter setting. Final approach from EPH VORTAC holding pattern not
authorized. Procedure turn required.

MISSED APPROACH: Climbing left turn to 4000 via EPH R-182 to PLUSS INT/EPH 13.3 DME and hold. Continue climb-in-hold to 4000.

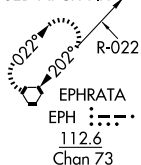
ASOS
135.775

GRANT COUNTY APP CON★
126.4 379.95

UNICOM
122.8 (CTAF) **L**



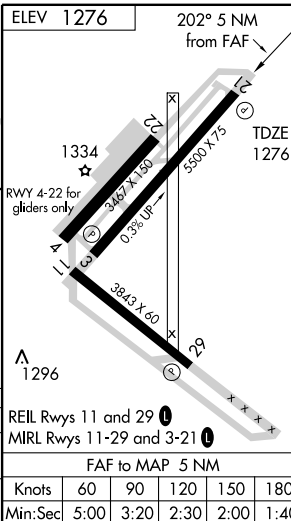
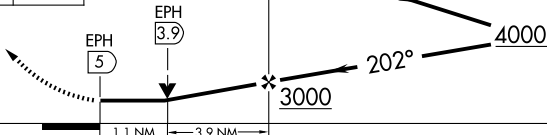
ALTERNATE
MISSED APCH FIX



4000 EPH R-182	PLUSS △
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VORTAC

Remain
within 10 NM



EPHRATA, WASHINGTON
Amdt 19 10266

47°18'N - 119°31'W

EPHRATA MUNI (EPH)
VOR RWY 21

NW-1. 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

EVERETT/ SNOHOMISH COUNTY (PAINE FIELD) (P.A.E)
AL-142 (FAA)

EVERETT, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

ATIS
128.65
PAINE TOWER*
120.2 256.7 (East of RWY 16L-34R)
132.95 256.7 (West of RWY 16R-34L)
GND CON
121.8 339.8
CLNC DEL
126.75

BOEING
PLANT200 X
220ELEV
563

891

162.0°

K1

ILS
HOLDILS
HOLD

A1

A

A2

A3

A4

A5

A6

A7

A8

A9

A10

A11

A12

A13

A14

A15

A16

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EVERETT

SNOHOMISH CO (PAINE FLD) (PAE) 6 SW UTC-8(-7DT) N47°54.42' W122°16.89'

606 B S4 FUEL 100LL, JET A OX 1, 3 TPA-See Remarks LRA

SEATTLE

H-1B, L-1D

ARFF Index—See Remarks NOTAM FILE PAE

Rwy 16R-34L: H9010X150 (ASPH-CONC-GRVD) S-100, D-200, 2S-175, 2D-350, 2D/2D2-830 HIRL CL

Rwy 16R: MALSR. PAPI(P4R)—GA 2.8°. Rgt tfc.

Rwy 34L: MALSF. PAPI(P4L) GA 3.0° TCH 75'. Trees.

Rwy 11-29: H4514X75 (ASPH) S-30 MIRL 0.9% up SE

Rwy 11: VASI(V2L)—GA 3.25° TCH 60'. Thld dsplcd 799'. Trees.

Rwy 29: VASI(V2R)—GA 4.0° TCH 57'. Trees.

Rwy 16L-34R: H3000X75 (ASPH) S-12.5 MIRL

Rwy 16L: REIL. PAPI(P2L)—GA 3.0°. Pole.

Rwy 34R: REIL. PAPI(P2R)—GA 3.0°. Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0500Z†. For jet and helicopter fuel

after hrs call 425-355-6600. Helicopters prohibited at fueling islands. Flocks of large and small birds in vicinity of arpt. Class I,

ARFF Index B. Arpt CLOSED to air carrier ops with more than 30 passenger seats 0500-1500Z† except PPR ctc arpt ops

425-388-5110/5480. For additional ARFF capability ctc arpt ops 425-388-5110. Rwy 11-29 and Rwy 16L-34R CLOSED between

0500-1500Z†. First 1000' of Rwy 16R is concrete. Large acft fly W pattern over water, small acft fly E pattern over arpt. Be alert

for converging tfc on base to final legs Rws 16R-34L 0500-1500Z†. Training flights discouraged after 0600Z†.

Rwy 16R-34L touch-and-go lds prohibited Mon-Fri 1500-1700Z†. Rwy 16L-34R and Rwy 11-29 limited to helicopters 8,000 lbs or less. Twy A-2 restricted to 30,000 lbs. Avoid overflight of Boeing ramp NE corner of

arpt due to JET blast. Rwy 34L departures discouraged in calm wind conditions. Avoid intersection departures from Rwy 16L-34R and Rwy 29. Avoid intersection departures from Rwy 11 except from Twy Delta 1 intersection.

Twy Echo lgtS indef. Areas not visible from twr include E edge of S 1200' of Twy A, Twy E from SE corner of west hangars to Twy A, mid section of outer terminal ramp, Twy H from NW edge of west hangars to Twy E, NE

edge of inner terminal ramp. Noise sensitive arpt, for noise abatement procedures and tfc procedures call arpt ops 425-388-5125. It is requested that pilots adhere to the following noise abatement procedures unless

otherwise instructed by twr, itinerant arrival and low apch of small acft over 250 horsepower authorized on Rwy 29, Rwy 16L and Rwy 34R. Itinerant departure of small acft over 250 horsepower on Rwy 11 and Rwy 34R. If

access to Boeing ramp required ctc Boeing Flight Dispatch 206-655-3421 for approval during normal duty hours. TPA-1606 (1000) for light acft, 2006 (1400) for heavy acft. When twr clsd ACTIVATE HIRL Rwy 16R-34L,

MALSR Rwy 16R and PAPI Rwy 34L—CTAF. Landing fee for acft over 30,000 lbs GWT.

WEATHER DATA SOURCES: ASOS (425) 355-6192. LAWRs.

COMMUNICATIONS: CTAF 132.95 ATIS 128.65 (425)355-9797. UNICOM: 122.95

PAINE RCO 122.55 (SEATTLE RADIO)

® **SEATTLE CENTER APP/DEP CON** 128.5

PAINE TOWER 132.95 (acft arrival W of centerline or departure Rwy 16R-34L) 120.2 (acft arrival E of centerline or departure Rwy 16L-34R) (1500-0500Z†) **GND CON** 121.8 **CLNC DEL** 126.75

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS E.

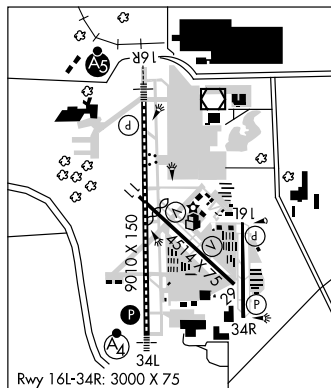
RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.

PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19' W122°16.67' at fld. 670/20E.

RIITS NDB (LOM) 396 PA N48°03.17' W122°17.33' 158° 8.8 NM to fld.

ILS 109.3 I-PAE Rwy 16R Class IE. LOM RIITS NDB. LOC/GS unmonitored (0500-1500Z†)

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE, WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/ KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-PAE 109.3	APP CRS 159°	Rwy Idg TDZE Apt Elev	9010 570 606
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ILS or LOC/DME RWY 16R

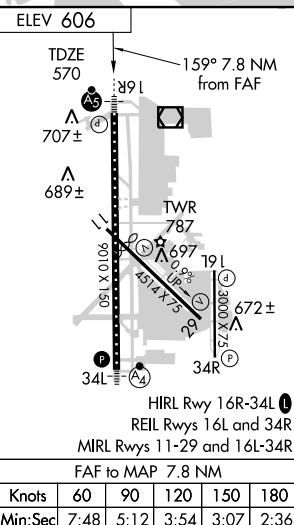
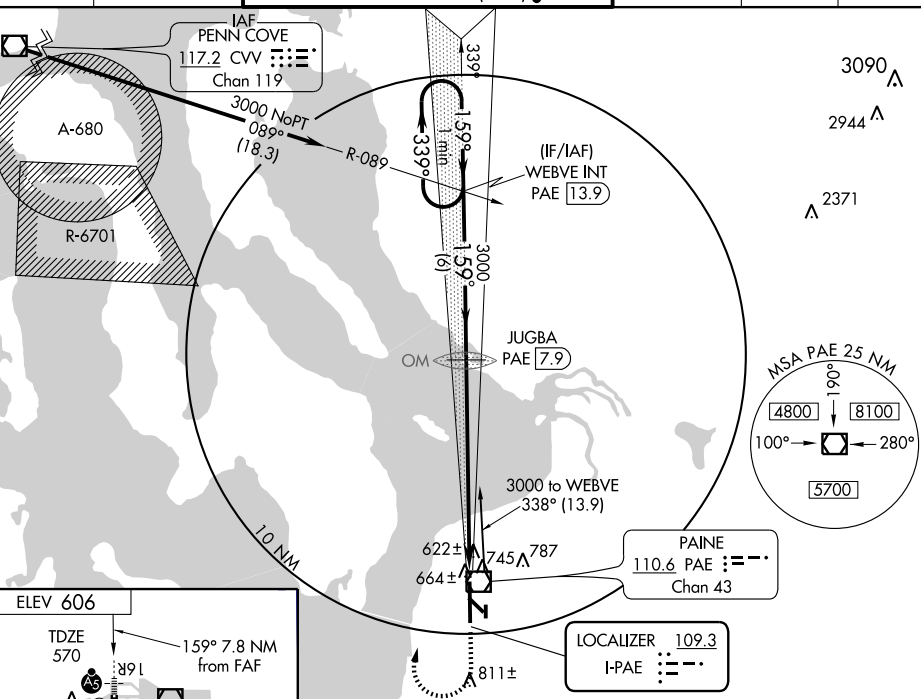
EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (P.A.E.)

⚠ DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting: increase DA to 858 feet; increase all MDA 100 feet, increase S-LOC 16R Cat C visibility to RVR 5000, Cat D to RVR 6000. For inoperative MALS R when using Seattle-Tacoma Intl altimeter setting, increase S-ILS 16R all Cats visibilities to RVR 5000.



MISSED APPROACH: Climb to 3000 then climbing right turn to 3000 via heading 014° and PAE VOR/DME R-338 to WEBVE INT/PAE 13.9 DME and hold.

ATIS	SEATTLE CENTER	PAINE TOWER★		GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	(E of Rwy 16L-34R) 120.2 256.7	(W of Rwy 16R-34L) 132.95 (CTAF) 256.7	121.8 339.8	126.75	122.95



One Minute Holding Pattern		WEBVE INT PAE 13.9	JUGBA PAE 7.9	<div><div>1300</div><div>↑</div></div>	<div><div>3000</div><div><div>↗</div><div>014°</div></div></div>	PAE R-338 110.6	WEBVE INT
<div><div>3000</div><div>← 339°</div><div>159° →</div></div> <div>GS 2.80° TCH 57</div>		<div><div>159°</div><div>↗</div><div>3000</div></div>	<div><div>3000</div><div>↘</div></div>	<div><div>6 NM</div><div>7.8 NM</div></div>			
CATEGORY	A	B	C	D			
S-ILS 16R	786/24 216 (200-½)						
S-LOC 16R	1020/24 450 (500-½)			1020/40 450 (500-¾)	1020/50 450 (500-1)		
CIRCLING	1100-1 494 (500-1)			1100-1½ 494 (500-1½)	1160-2 554 (600-2)		

PAINE TWO DEPARTURE

EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)
SL-142 (FAA) EVERETT, WASHINGTON

ATIS 128.65
CLNC DEL
126.75
GND CON
121.8 339.8
PAINE TOWER ★
120.2 256.7 (E of Rwy 16L-34R)
132.95 (CTAF) 256.7 (W of Rwy 16R-34L)
SEATTLE CENTER
128.5 306.9

WHATCOM

113.0 HUH

Chan 77

N48°56.72'-W122°34.76'

L-1, H-1

TAKE-OFF MINIMUMS

Rwys 16R, 34L, 34R: Standard.
Rwys 11, 16L, 29: 300-1.

WHIDBEY ISLAND

113.8 NUW

Chan 85

N48°21.30'-W122°39.71'

L-1, H-1

PAINE

110.6 PAE

Chan 43

N47°55.19'-W122°16.67'

L-1, H-1

SEATTLE

116.8 SEA

Chan 115

N47°26.12'-W122°18.58'

L-1, H-1

WENATCHEE

111.0 EAT

Chan 47

N47°23.98'-W120°12.65'

L-13

McCHORD

109.6 TCM

Chan 33

N47°08.86'-W122°28.50'

L-1, H-1

ELLENSBURG

117.9 ELN

Chan 126

N47°01.46'-W120°27.51'

L-13, H-1

HOQUIAM

117.7 HQM

Chan 124

N46°56.82'-W124°08.96'

L-1, H-1

OLYMPIA

113.4 OLM

Chan 81

N46°58.30'-W122°54.11'

L-1, H-1

YAKIMA

116.0 YKM

Chan 107

N46°34.22'-W120°26.68'

L-13, H-1

TAKE-OFF OBSTACLE NOTES

Rwy 11: 72' AGL tree 1160' from DER, 600' left of centerline.

Rwy 16L: 68' and 101' AGL trees 1040' to 1820' from DER, 480' to 560' left of centerline.

Rwy 29: 56', 69', 101', 128' AGL trees 340' to 2140' from DER.

NOTE: Center may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Paine Airport provided no altitude restrictions are imposed prior to reaching MVA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly Runway heading or as assigned; expect vectors to join assigned route.

Maintain assigned altitude; expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with SEATTLE CENTER upon reaching 2000', continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.

PAINE TWO DEPARTURE

WAAS CH 60911 W16A	APP CRS 159°	Rwy Idg TDZE 570 Apt Elev 606
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RNAV (GPS) RWY 16R

EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (P.A.E.)

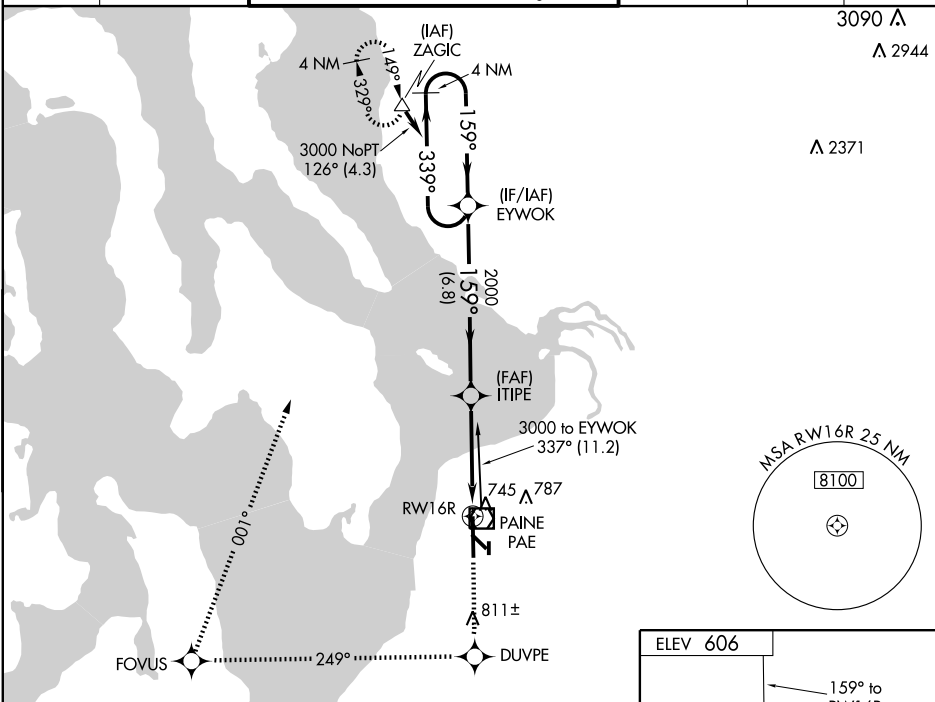
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.

MALSR

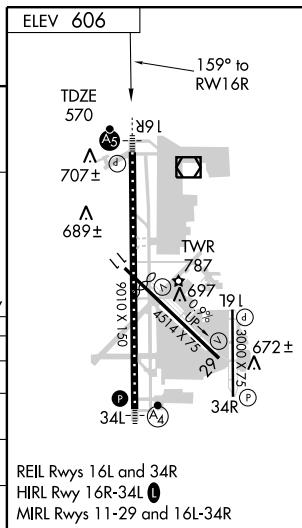


MISSED APPROACH: Climb to 3000 direct DUVPE and via track 249° to FOVUS and via track 001° to ZAGIC and hold.

ATIS	SEATTLE CENTER	PAINE TOWER★ (E of Rwy 16L-34R) 120.2 256.7	(W of Rwy 16R-34L) 132.95 (CTAF) 0 256.7	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9			121.8 339.8	126.75	122.95



VGSI and RNAV glidepath not coincident.		3000 ↑	DUVPE ✦	trk 249°	FOVUS ✦	trk 001°	ZAGIC △
4 NM Holding Pattern		EYWOK					
3000 ← 339° 159° →		ITIPE					
GS 3.00° TCH 51		2000					
		*1.4 NM to RW16R					
		RW16R					
		*LNAV only					
		6.8 NM 2.9 NM 1.4 NM					
CATEGORY	A	B	C	D			
LPV DA	830/24 260 (300-½)						
LNAV/VNAV DA	1045/60 475 (500-1¼)						
LNAV MDA	1060/24	490 (500-½)	1060/40	490 (500-¾)	1060/50	490 (500-1)	
CIRCLING	1100-1	494 (500-1)	1100-1½	494 (500-1½)	1180-2	574 (600-2)	



WAAS CH 65611 W34A	APP CRS 339°	Rwy Idg 9010 TDZE 579 Apt Elev 606
--	------------------------	---

RNAV (GPS) RWY 34L

EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

T DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Inoperative table does not apply to LPV and LNAV/VNAV
all Cats and LNAV Cat C.

MALSF



MISSED APPROACH: Climb to 3000 direct EYWOK and hold.

ATIS
128.65

SEATTLE CENTER
128.5 306.9

PAINE TOWER*	
(E of Rwy 16L-34R)	(W of Rwy 16R-34L)
120.2 256.7	132.95 (CTAF) 256.7

GND CON
121.8 339.8

CLNC DEL
126.75

UNICOM
122.95

MISSED APCH FIX

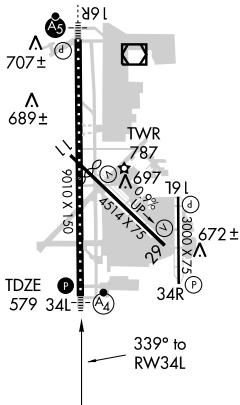


(FAF)
LISDAW

1655 Δ

ELEV 606

REIL Rwy 16L and 34R
HIRL Rwy 16R-34L **L**
MIRL Rwy 11-29 and 16L-34R



3000	EYWOK	VGSI and RNAV glidepath not coincident.	RARYO	4 NM Holding Pattern
------	-------	---	-------	----------------------

*LNAV only
 1.5 NM to RW34L
 3.4 NM
 6 NM
 339°
 2200
 3000
 GS 3.00°
 TCH 51

CATEGORY	A	B	C	D
LPV DA	920-1¼ 341 (400-1¼)			
LNAV/DA VNAV	1040-1½ 461 (500-1½)			
LNAV MDA	1140-¾ 561 (600-¾)		1140-1½ 561 (600-1½)	1140-1¾ 561 (600-1¾)
CIRCLING	1140-1½ 534 (600-1½)			1180-2 574 (600-2)

EVERETT, WASHINGTON
Orig 10042

EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

47°54'N - 122°17'W

RNAV (GPS) RWY 34L

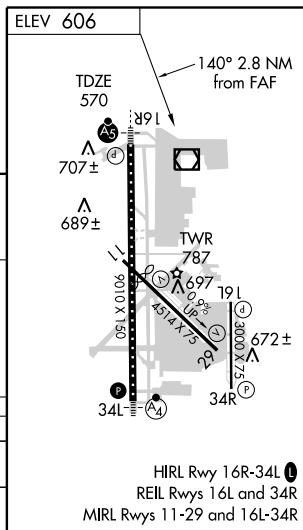
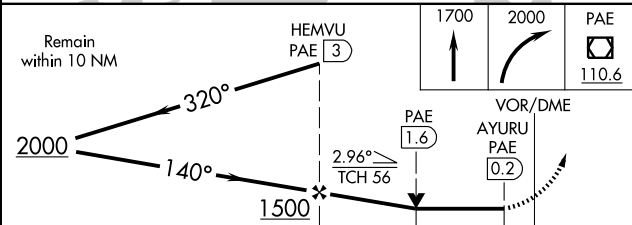
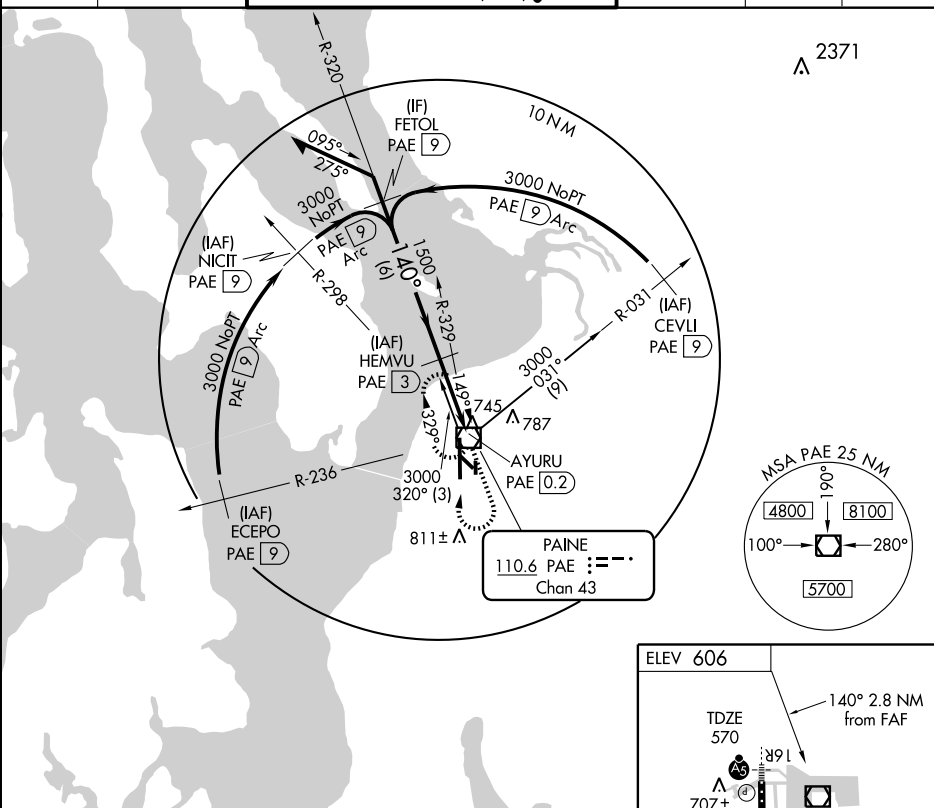
VOR/DME PAE	APP CRS	Rwy Idg	9010
110.6	140°	TDZE	570
Chan 43		Apt Elev	606

VOR/DME RWY 16R

EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

▼	MALSR		MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct PAE VOR/DME and hold.

ATIS	SEATTLE CENTER	PAINE TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	(E of Rwy 16L-34R) 120.2 256.7	121.8 339.8	126.75	122.95
		(W of Rwy 16R-34L) 132.95 (CTAF) 0 256.7			



CATEGORY	A	B	C	D
S-16R	1060/24 490 (500-½)		1060/40 490 (500-¾)	1060/50 490 (500-1)
CIRCLING	1100-1 494 (500-1)		1100-1½ 494 (500-1½)	1180-2 574 (600-2)

VOR/DME PAE 110.6 Chan 43	APP CRS 140°	Rwy Idg TDZE Apt Elev 9010 570 606
---	------------------------	--

VOR RWY 16R

EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)



MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct PAE VOR/DME and hold.

ATIS
128.65

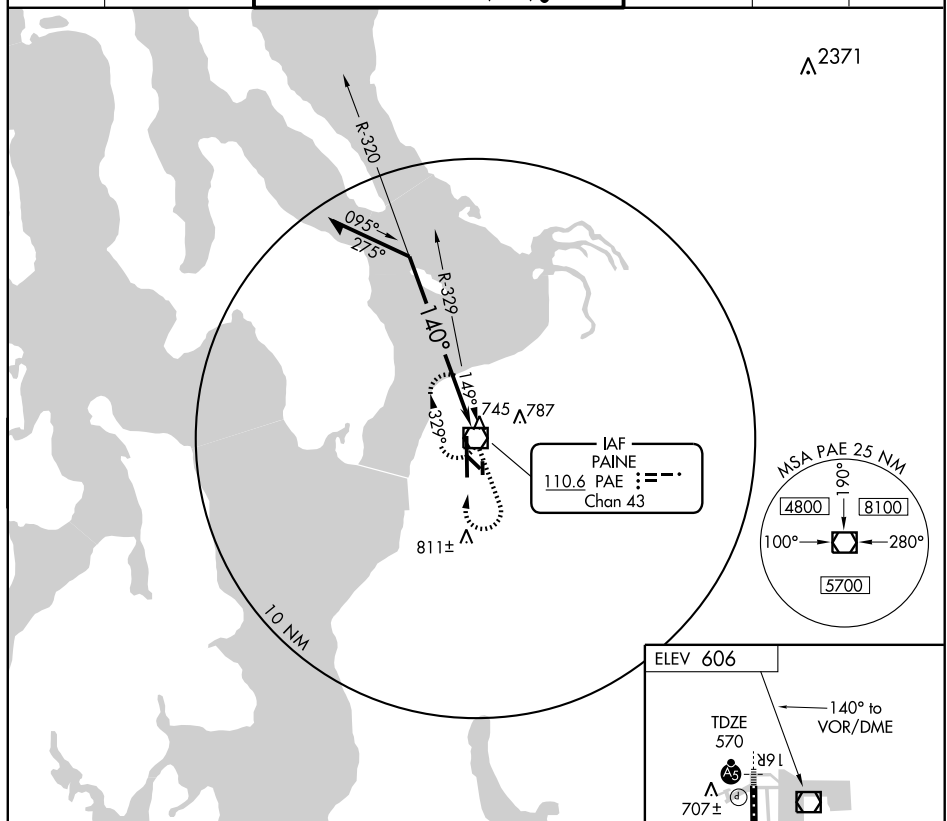
SEATTLE CENTER
128.5 306.9

PAINE TOWER ★
(E of Rwy 16L-34R) (W of Rwy 16R-34L)
120.2 256.7 132.95 (CTAF) 0 256.7

GND CON
121.8 339.8

CLNC DEL
126.75

UNICOM
122.95



ELEV 606

Remain
within 10 NM

VOR/DME

1700
↑

2000
↘

PAE
□
110.6

2000

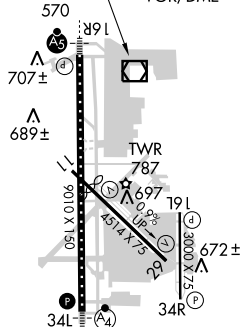
320°

140°

PAE
1.8

1.6 NM

140° to VOR/DME



CATEGORY	A	B	C	D
S-16R	1100/24	530 (500-½)	1100/50 530 (500-1)	1100/60 530 (500-1¼)
CIRCLING	1100-1	494 (500-1)	1100-1½ 494 (500-1½)	1180-2 574 (600-2)

HIRL Rwy 16R-34L
REIL Rws 16L and 34R
MIRL Rws 11-29 and 16L-34R

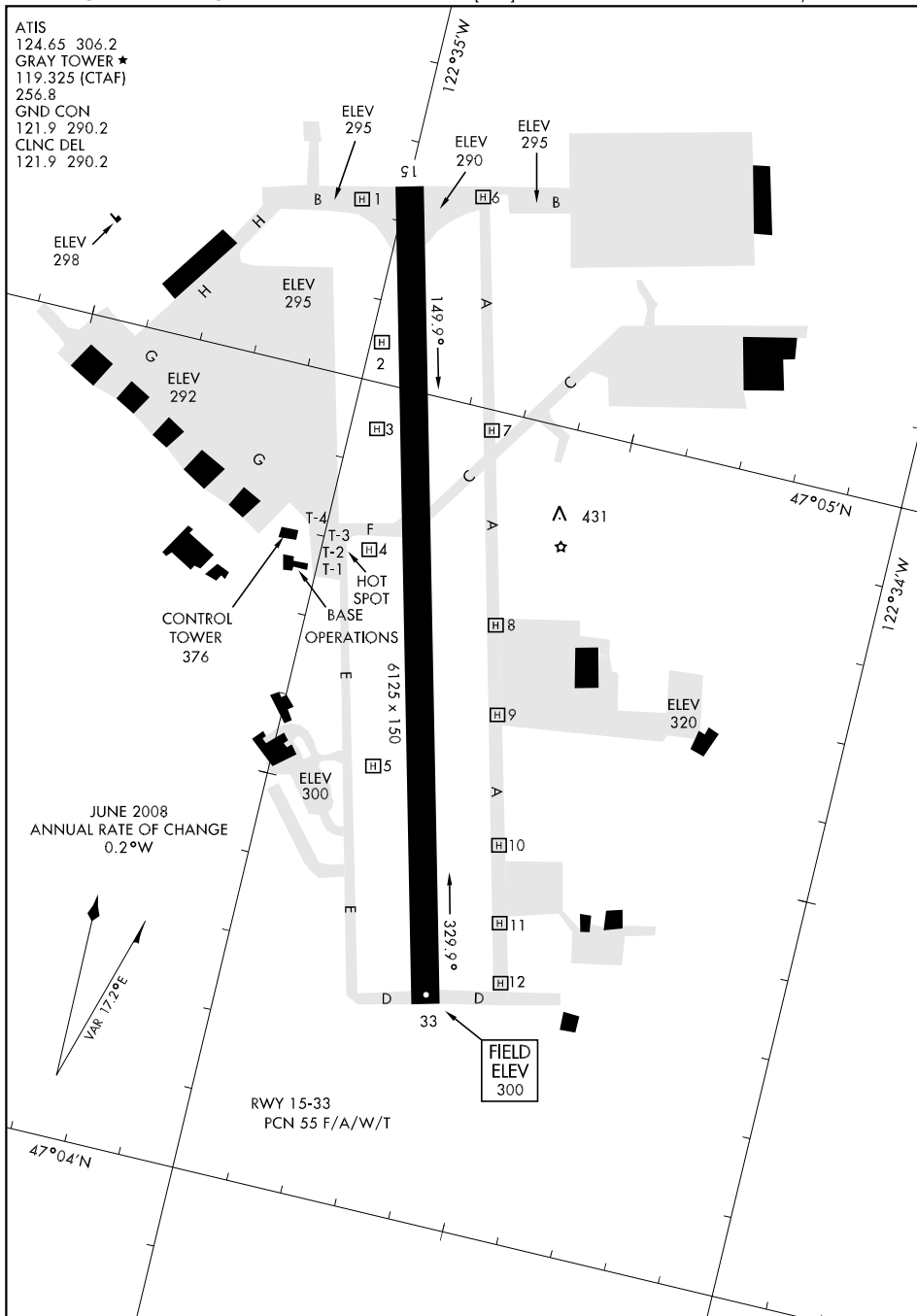
AIRPORT DIAGRAM

AFD-413 [USA]

FORT LEWIS, WASHINGTON

ATIS
124.65 306.2
GRAY TOWER ★
119.325 (CTAF)
256.8
GND CON
121.9 290.2
CLNC DEL
121.9 290.2

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FORT LEWIS, WASHINGTON

GRAY AAF (KGRF)

GRAY AAF (JOINT BASE LEWIS-MCCHORD) (GRF)(KGRF) A (AR ARNG) 1 E UTC-8(-7DT)

SEATTLE

N47°04.75' W122°34.85'

H-1B, L-1D

300 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE SEA Not insp.

DIAP, AD

RWY 15-33: H6125X150 (ASPH) PCN 55 F/A/W/T HIRL

RWY 15: SSALR. PAPI.

RWY 33: SSALR.

MILITARY SERVICE: FUEL J8—Ltd supply.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** 48 hr PPR transient acft, DSN

357-6628/5998, C253-967-6628/5998. **CAUTION** High volume of personnel/vehicles with negative radio communication on ground control crossing Twy G and Twy H. Numerous small arms 0.8 NM E of afld. **TFC PAT** TPA—E/W tfc, multi-engine fixed wing 1500(1200), single engine fixed wing 1300(1000), rotary wing 1000(700). Unmanned aerial vehicles 1000(700), west tfc only. **MISC** Special VFR Day fixed wing 700-1, rotary wing 300-½. Night fixed wing not authorized, rotary wing 500-1. Acft conducting tactical opr on Fort Lewis military reservation ctc OPS prior to opr. Ctc Gray tfc on CTAF when twr closed. No hangar for transient acft. Runway condition reading will be reported Mon-Fri, 1500-2300Z± via NOTAM and ATIS during inclement winter weather. WX observation visibility is limited to 2 SM in some directions. Wx observation automated by AN/FMQ-19, WX observation augmented/backup as required. Twy E unusable to C-17 and larger acft. East ramp parking limited to C-12/UC-35/C-21 and smaller acft. **AR** Ctc OPS DSN 357-3036, C253-967-3036. **ARNG** Opr Tue-Fri 1430-0100Z± except holidays. Transient alert not avbl. Ltd parking. PPR for acft rqr fuel and parking, DSN 323-3805, C253-912-3805.

COMMUNICATIONS: CTAF 119.325 ATIS 124.65 306.2 **BULLSEYE RADIO** 34.6 Opr continuously, exc holidays

Ⓡ **SEATTLE APP/DEP** 120.1 290.9

TOWER 119.325 256.8 276.4 (continuous, except holidays) **GND CON** 121.9 290.2 **CLNC DEL** 121.9 290.2 **PMSV METRO** 134.1 38.45 Full svc continuous, except holidays. Full svc may vary with local flight schedule. WX briefings for transient air crews avbl from 25 Operational Weather Squadron, Davis-Monthan AFB, DSN 228-6598) **OPS** 41.50 138.6 **AR OPS** 36.10 **ARNG OPS** 32.6

AIRSPACE: CLASS D svc continuous, except holidays, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

LACOMAS NDB (MHW) 328 LAC N47°00.48' W122°33.39' 329° 4.4 NM to fld. Unmonitored holidays.

GRAYE NDB (MHW) 216 GRF N47°08.99' W122°36.27' 147° 4.4 NM to fld. Unmonitored holidays.

ILS/DME 108.3 I-GRF Chan 20 Rwy 15. LOM GRAYE NDB Unmonitored holidays.

PAR Opr Mon-Fri 1600-0759Z± except federal holidays.

COMM/NAV/WEATHER REMARKS: All rotary wing acft ctc Bullseye Radio prior to entry R6703A-D.

GRAYE N47°08.99' W122°36.27'. NOTAM FILE SEA.

SEATTLE

NDB (MHW) 216 GRF 349° 7.2 NM to Tacoma Narrows. Unmonitored holidays.

L-1D

GREENWATER

RANGER CREEK (21W) 10 SE UTC-8(-7DT) N47°00.77' W121°32.02'

SEATTLE

2650 NOTAM FILE SEA

RWY 15-33: H2875X30 (ASPH)

RWY 15: Trees.

RWY 33: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 to Jun 1. Pedestrians, vehicles and animals on and invov rwy.

USFS campgrounds east and north of rwy.

COMMUNICATIONS: CTAF 122.9

GROVE FLD (See CAMAS)

HARVEY FLD (See SNOHOMISH)

HOQUIAM N46°56.82' W124°08.96' NOTAM FILE HQM.

SEATTLE

(H) **VORTACW** 117.7 HQM Chan 124 062° 8.9 NM to Bowerman. 10/19E. **HIWAS.**

H-1B, L-1D

RCO 122.2 (SEATTLE RADIO)

NDB GRF 216	APCH CRS 147°	Rwy Idg TDZE Arpt Elev 6125 299 300
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AL-413 [USA]

GRAY AAF (KGRF)

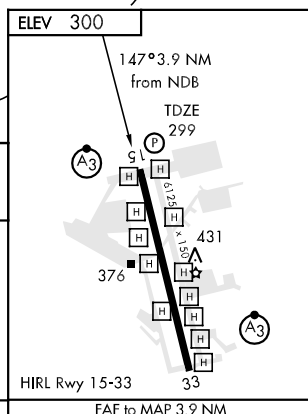
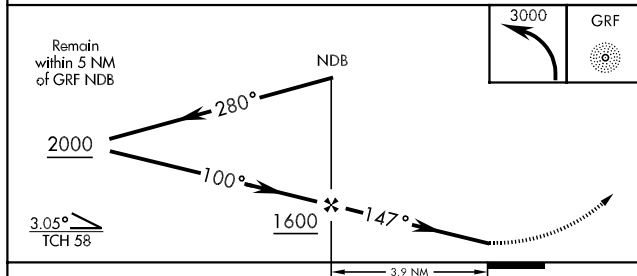
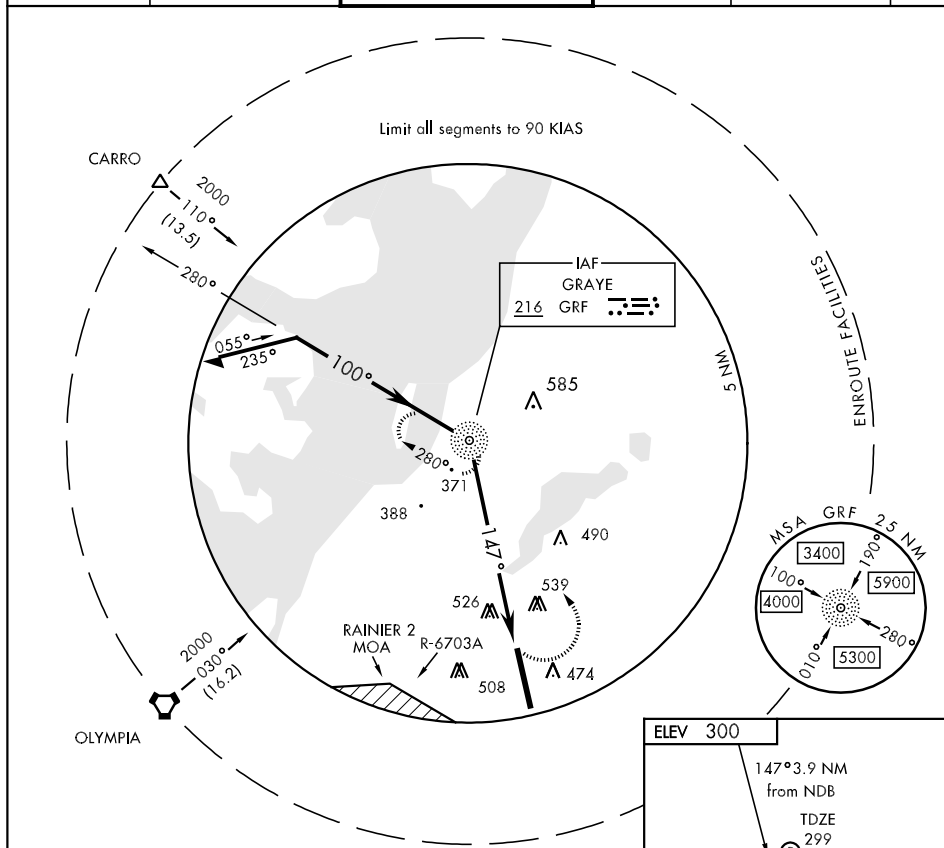


* When ALS inop increase RVR to 24 and vis to ½ mile.



MISSED APPROACH: Climbing left turn to 3000 direct GRF NDB and hold.

ATIS 124.65 306.2	SEATTLE APP CON 120.1 290.9	GRAY TOWER ★ 119.325 (CTAF) 256.8	GND CON 121.9 290.2	CLNC DEL 121.9 290.2	PAR
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CATEGORY	COPTER	Knots	45	60	75	90	105
H-15 *	840/12 541 (600-¼)	Min:Sec	5:12	3:54	3:08	2:36	2:14

ATIS 124.65 306.2
CLNC DEL
121.9 290.2
GND CON
121.9 290.2
GRAY TOWER ★
119.325 (CTAF) 256.8
SEATTLE DEP CON
120.1 290.9

Rwy	Knots	60	120	180	240
15 (a)	V/V(fpm)	430	860	1290	1720
33 (b)	V/V(fpm)	380	760	1140	1520

ATC Climb Rate

(a) To 500'

(b) To 600'

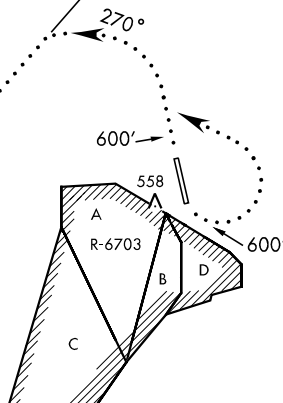


SEATTLE
116.8 SEA
Chan 115

OLYMPIA
113.4 OLM
Chan 81
L-1



MC CHORD
109.6 TCM
Chan 33



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15 AND 33:

Climb via runway heading to 600', then turn left (unless otherwise directed by ATC) heading 270 for vectors to assigned route. Maintain altitude as assigned by ATC. Expect filed altitude within five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within three minutes after departure, continue climb to assigned altitude, intercept and proceed via SEA R-202 to OLM VORTAC, thence via assigned route.

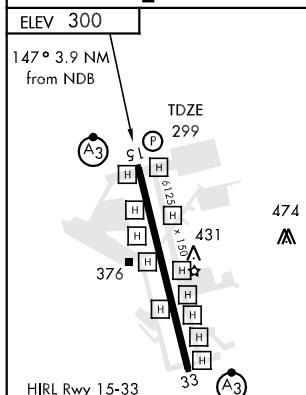
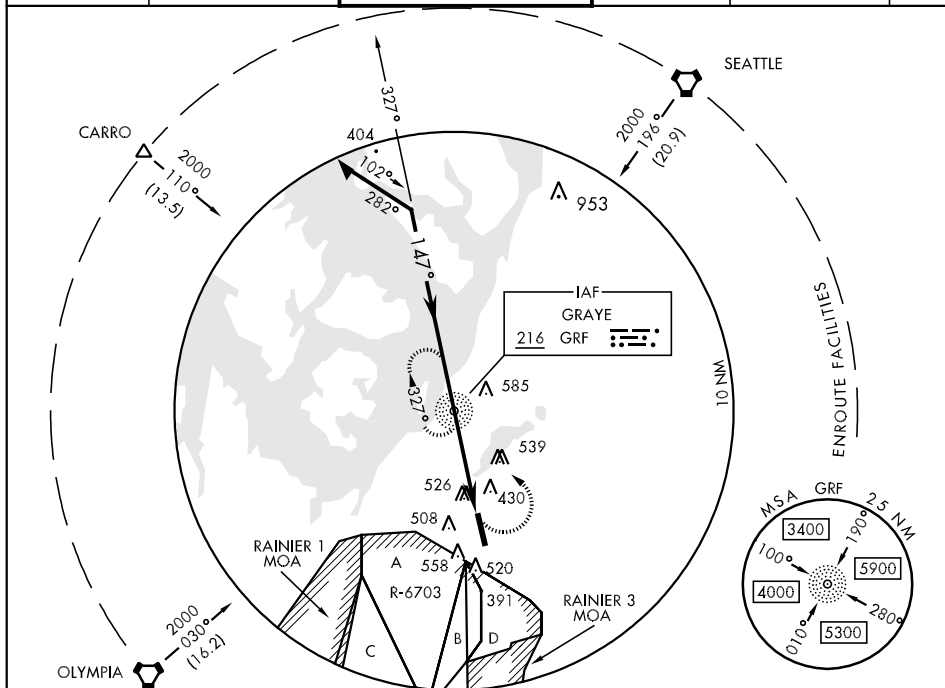
NDB GRF 216	APCH CRS 147°	Rwy Idg TDZE 299 Arpt Elev 300
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AL-413 [USA]

GRAY AAF (KGRF)

<p>▼ * When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.</p> <p>▲ ** Circling not authorized W of Rwy 15-33.</p>	SSALR A3	MISSED APPROACH: Climbing left turn to 3000 direct GRF NDB and hold.
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ATIS 124.65 306.2	SEATTLE APP CON 120.1 290.9	GRAY TOWER ★ 119.325 (CTAF) 256.8	GND CON 121.9 290.2	CLNC DEL 121.9 290.2	PAR
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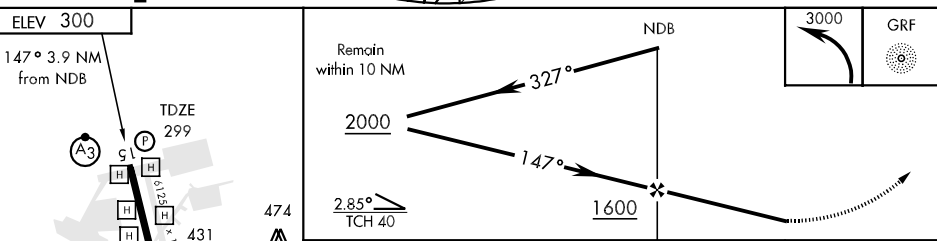
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

FORT LEWIS, WASHINGTON

47°05'N-122°35'W

GRAY AAF (KGRF)

Amdt 20 10098




CATEGORY	A	B	C	D
S-15 *	840/24 541 (600-½)	840/50 541 (600-1)	840-60 541 (600-1¼)	840-60 541 (600-1¼)
CIRCLING **	840-1 540 (600-1)	840-1½ 540 (600-1½)	860-2 560 (600-2)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
S-15 *	860/24 561 (600-½)	860/50 561 (600-1½)	880-2 561 (600-1¼)	880-2 561 (600-1¼)
CIRCLING **	860-1½ 560 (600-1½)	860-2 560 (600-2)	880-2½ 580 (600-2½)	880-2½ 580 (600-2½)

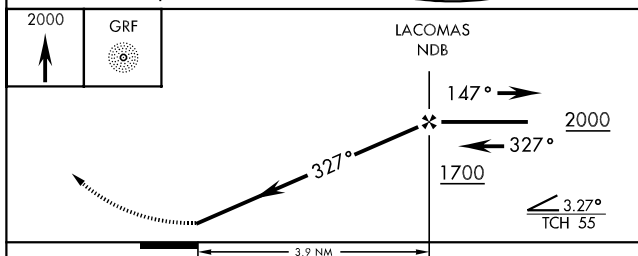
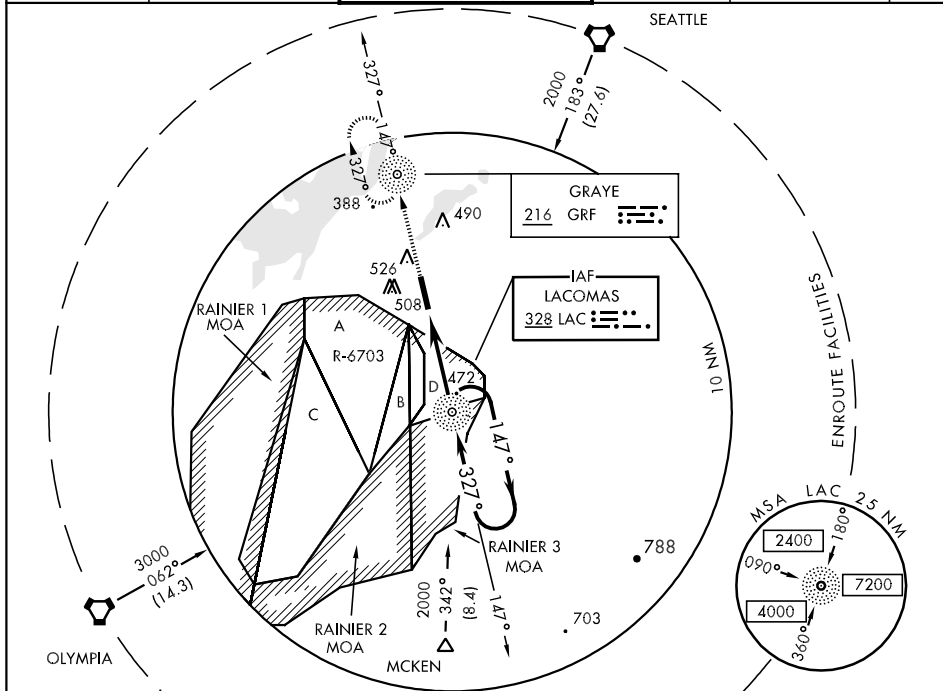
NDB LAC 328	APCH CRS 327°	Rwy Idg TDZE Arprt Elev	6125 300 300
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AL-413 [USA]

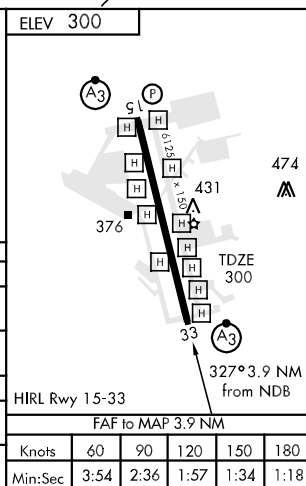
GRAY AAF (KGRF)

<p>▼ * When ALS inop increase CAT AB vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles.</p> <p>▲ ** Circling not authorized W of Rwy 15-33.</p>	SSALR 	MISSED APPROACH: Climb to 2000 direct to GRF NDB and hold.
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ATIS 124.65 306.2	SEATTLE APP CON 120.1 290.9	GRAY TOWER ★ 119.325 (CTAF) 256.8	GND CON 121.9 290.2	CLNC DEL 121.9 290.2	PAR
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CATEGORY	A	B	C	D
S-33 *	780-½ 480 (500-½)		780-¾ 480 (500-¾)	780-1 480 (500-1)
CIRCLING **	780-1 480 (500-1)		780-1½ 480 (500-1½)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
S-33 *	800-½ 500 (600-½)		800-¾ 500 (600-¾)	800-1 500 (600-1)
CIRCLING **	800-1 500 (600-1)		800-1½ 500 (600-1½)	880-2 580 (600-2)



APCH CRS
147°

Rwy ldg
TDZE **299**
Arpt Elev **300**

AL-413 [USA]

GRAY AAF (KGRF)



* Circling not authorized W of Rwy 15-33.

DME/DME RNP-0.3 NA

SSALR



MISSED APPROACH: Climbing left
turn to 2000 direct CIKRI and hold.

ATIS
124.65 306.2

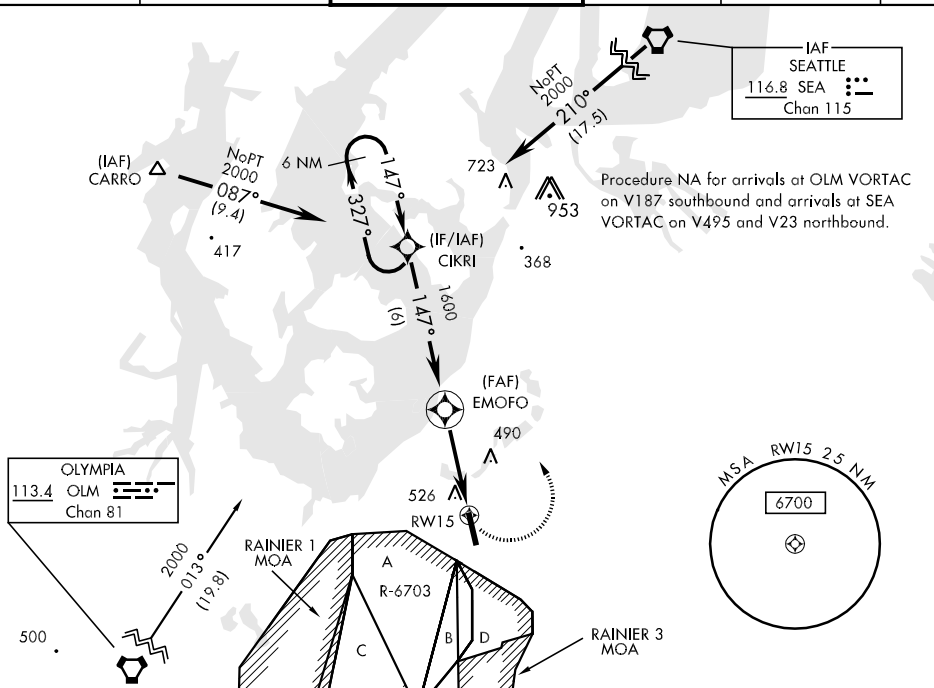
SEATTLE APP CON
120.1 290.9

GRAY TOWER ★
119.325 (CTAF) 256.8

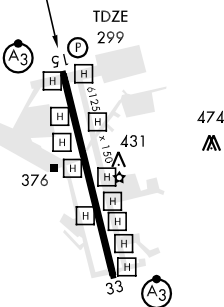
GND CON
121.9 290.2

CLNC DEL
121.9 290.2

PAR



ELEV 300

147°
to RW15

HIRL Rwy 15-33

VGSI and descent angles
not coincident.

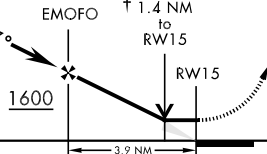
2000 ← 327°
147° →

3.04°
TCH 58

† VDP NA with
McChord AFB
altimeter setting.

2000

CIKRI



CATEGORY	A	B	C	D
LNAY MDA	780/24 481 (500-½)	780/40 481 (500-¾)	780/50 481 (500-1)	780/50 481 (500-1)
CIRCLING *	780-1 480 (500-1)	780-1½ 480 (500-1½)	860-2 560 (600-2)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
LNAY MDA	800/24 501 (600-½)	800/50 501 (600-1)	800-1½ 500 (500-1½)	880-2 580 (600-2)
CIRCLING *	800-1 500 (500-1)	800-1½ 500 (500-1½)	880-2 580 (600-2)	880-2 580 (600-2)

APCH CRS
327°

Rwy ldg
TDZE
Arpt Elev **300**

AL-413 [USA]

GRAY AAF (KGRF)



* Circling not authorized W of Rwy 15-33.

SSALR

MISSED APPROACH: Climb to 2000
direct CIKRI and hold.

DME/DME RNP-0.3 NA

ATIS
124.65 306.2

SEATTLE APP CON
120.1 290.9

GRAY TOWER ★
119.325 (CTAF) 256.8

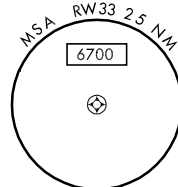
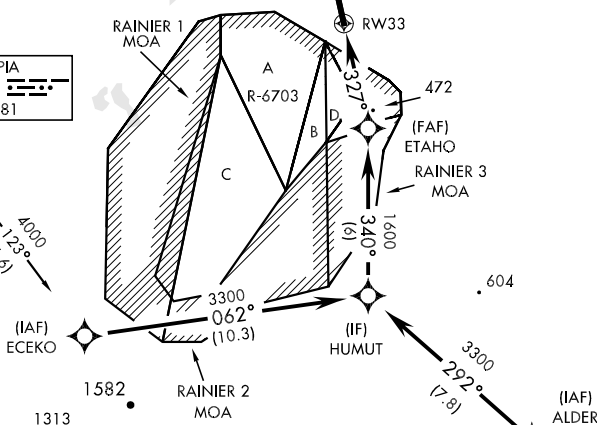
GND CON
121.9 290.2

CLNC DEL
121.9 290.2

PAR

Procedure NA for arrivals at ALDER on V204
westbound and V495 southbound and arrivals
on OLM VORTAC airways R-095 CW R-201.

OLYMPIA
113.4 OLM
Chan 81



2000



CIKRI

↑ VDP NA with
McChord AFB
altimeter setting.

↑ 1.3 NM to
RW33

ETAHO

HUMUT

3300

327°

1600

340°

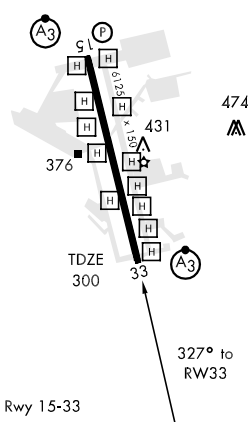
3.03°

TCH 55

3.9 NM

CATEGORY	A		B		C		D	
LNAV MDA	780-½	480	(500-½)		780-¾	480	(500-¾)	780-1
								480 (500-1)
CIRCLING *	780-1	480	(500-1)		780-1½	480	(500-1½)	860-2
								560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS								
LNAV MDA	800-½	500	(500-½)		800-¾	500	(500-¾)	800-1
								500 (500-1)
CIRCLING *	800-1	500	(500-1)		800-1½	500	(500-1½)	880-2
								580 (600-2)

ELEV 300



FORT LEWIS (See GRAY AAF—JOINT BASE LEWIS-MCCHORD)**FRIDAY HARBOR****FRIDAY HARBOR** (FHR) 0 SW UTC-8(-7DT) N48°31.32' W123°01.46'

SEATTLE

113 B S4 FUEL 100 LRA NOTAM FILE FHR

L-1E

RWY 16-34: H3402X75 (ASP) S-12.5 MIRL 0.8% up N

IAP

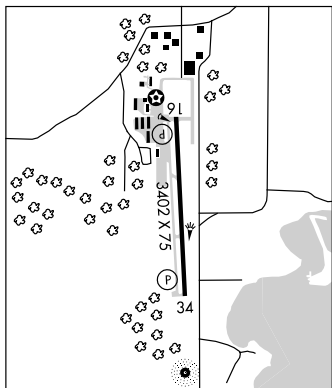
RWY 16: PAPI(P4R)—GA 4.0° TCH 38'. Building. Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.5° TCH 40'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. Fuel system self svc with credit card. Noise abatement procedures in effect ctc arpt manager 360-378-4724. Preferred Rwy 16 in calm wind conditions. Due to high concentration of tfc invof arpt recommend ldg lgts or forward visibility lgts turned on while utilizing arpt. Rwy 16 PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles during descent, maintain highest possible altitude and close alignment to rwy centerline. Acft in excess of 12,500 lbs charged fee based on weight and time of year—ctc arpt manager for information. Soft ground between tiedowns west parking area. Limited transient parking avbl during summer. ACTIVATE MRL Rwy 16-34 and REIL Rwy 34—CTAF. ACTIVATE rotating bcn—CTAF. Ldg fee—Acft in excess of 12,500 lbs charged, fee based on weight—ctc arpt manager for info.

WEATHER DATA SOURCES: ASOS 135.675 (360) 378-8491.**COMMUNICATIONS:** CTAF 128.25**(R) WHIDBEY APP/DEP CON** 118.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE BLI.**WHATCOM (H) VORTACW** 113.0 HUH Chan 77 N48°56.72' W122°34.76' 195° 31.0 NM to fld. 83/20E.

HIWAS.

NDB (MHW) 284 FHR N48°30.73' W123°01.43' at fld. NOTAM FILE FHR.**FRIDAY HARBOR SPB** (W33) 0 NE UTC-8(-7DT) N48°32.24' W123°00.58'

SEATTLE

00 LRA NOTAM FILE SEA

WATERWAY 03-21: 10000X2000 (WATER)**WATERWAY 12-30:** 6000X1000 (WATER)

SEAPLANE REMARKS: Unattended. All tkfs should be performed N of Browns Island. Seaplanes ops warning lgts OTS indef. US customs user fee arpt. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF 128.25**GOHEEN** (See BATTLE GROUND)**GOLDENDALE** (S2Ø) 1 NW UTC-8(-7DT) N45°49.93' W120°50.72'

SEATTLE

1678 B NOTAM FILE SEA

L-13A

RWY 07-25: H3491X40 (ASP) S-4 MIRL

RWY 07: REIL. Fence.

RWY 25: REIL. SAVASI (S2L). Thld dsplcd 330'. Trees.

AIRPORT REMARKS: Unattended. NSTD white line crosses rwy near Rwy 07 marking. NSTD white line crosses rwy near Rwy 25 marking.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DLS.**Klickitat (H) VORW/DME** 112.3 LTJ Chan 70 N45°42.81' W121°06.05' 035° 12.9 NM to fld. 3220/21E.

HIWAS.

GRAND COULEE DAM (See ELECTRIC CITY)**GRANT CO** (See MOSES LAKE)

NDB FHR	APP CRS	Rwy Idg	3402
<u>284</u>	339°	TDZE	108
		Apt Elev	113

NDB RWY 34
FRIDAY HARBOR (FHR)

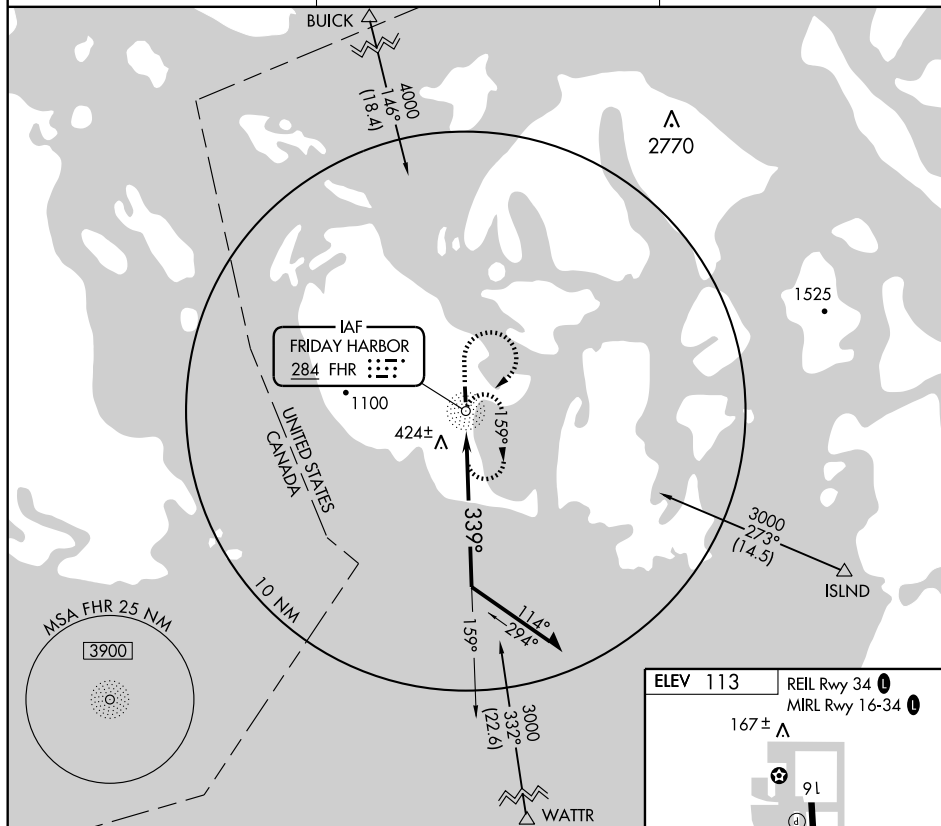
T Circling NA west of Rwy 16-34.
Visibility reduction by helicopters NA.




MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FHR NDB and hold, continue climb-in-hold to 2400.

ASOS
135.675

WHIDBEY APP CON
118.2 285.65

CTAF
128.25 L



1200	2400	FHR
		

ELEV 113	REIL Rwy 34 L
	MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-34	800-1	692 (700-1)	800-2 692 (700-2)	NA
CIRCLING	800-1	687 (700-1)	820-2 707 (800-2)	NA

WAAS CH 40024 W34A	APP CRS 337°	Rwy Idg 3402 TDZE 108 Apt Elev 113
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RNAV (GPS) RWY 34

FRIDAY HARBOR (FHR)

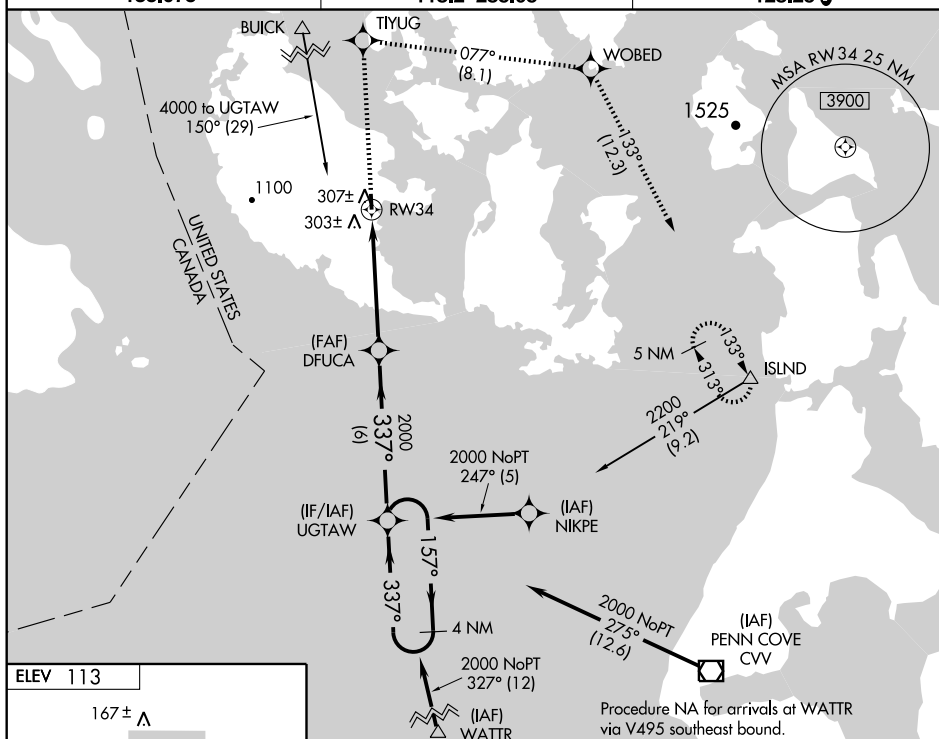
V DME/DME RNP-0.3 NA. Circling not authorized west of Rwy 16-34.
Baro-VNAV NA below -30°C (-22°F).
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 5000 direct
TIYUG and via 077° track to WOBED
and via 133° track to ISLND and hold.

ASOS
135.675

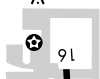
WHIDBEY APP CON
118.2 285.65

CTAF
128.25



ELEV 113

167± A



229± A

TDZE

108

REIL Rwy 34

MIRL Rwy 16-34

5000	TIYUG	077° TRK	WOBED	133° TRK	ISLND	UGTAW	4 NM Holding Pattern
							GS 3.50° TCH 40
CATEGORY	A	B	C	D			
LPV DA	500-1¼	392 (400-1¼)			NA		
LNAV/VNAV DA	580-1½	472 (500-1½)			NA		
LNAV MDA	640-1	532 (600-1)	640-1½	532 (600-1½)	NA		
CIRCLING	780-1½	667 (700-1½)	800-2	687 (700-2)	NA		

FRIDAY HARBOR, WASHINGTON

Amdt 1 10070

48°31'N-123°01'W

FRIDAY HARBOR (FHR)

RNAV (GPS) RWY 34

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-HQM 108.7 Chan 24	APP CRS 241°	Rwy Idg 5000 TDZE 16 Apt Elev 18
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ILS or LOC/DME RWY 24

HOQUIAM/ BOWERMAN (HQM)

T For inoperative MALS, increase S-LOC Cats A and B visibility to 1 mile.
Circling NA northwest of Rwy 6-24.
Inoperative table does not apply to S-ILS Rwy 24.
When local altimeter setting not received, procedure NA.

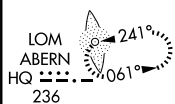
MALSR



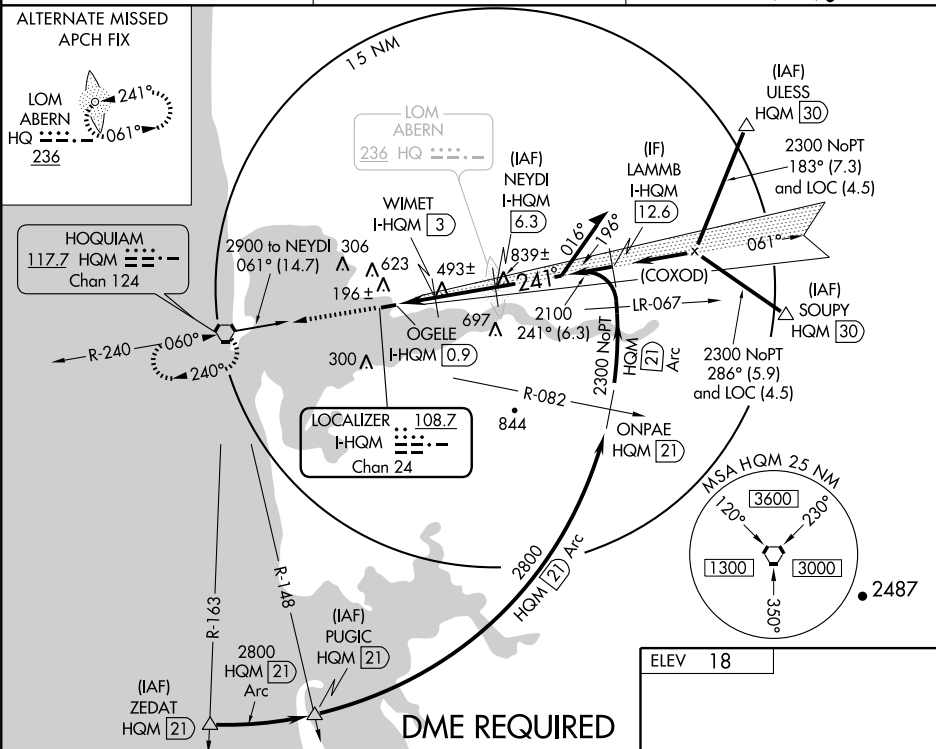
MISSED APPROACH: Climb to 2500
direct HQM VORTAC and hold.

ASOS 135.775	SEATTLE CENTER 128.3 269.0	UNICOM 122.7 (CTAF) L
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ALTERNATE MISSED
APCH FIX



HOQUIAM
117.7 HQM $\ddot{=}\ddot{=}\cdot-$
Chap 124



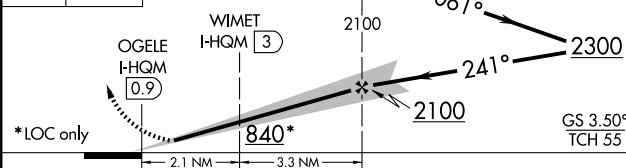
DME REQUIRED

2500	HQM
	
	117.7

VGSI and ILS glidepath
not coincident.
Use I-HQM DME when
on LOC course.

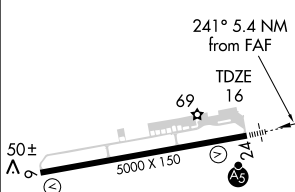
NEYDI
I-HQM 6

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 24	216- ³ / ₄	200 (200- ³ / ₄)	286-1 270 (300-1)	NA
S-LOC 24	580- ³ / ₄	564 (600- ³ / ₄)	580-1 564 (600-1)	NA
CIRCLING	580-1	562 (600-1)	580-1½ 562 (600-1½)	NA

ELEV 18



REIL Rwy 6 **L**
HIRI Rwy 6-24 **L**

HOQUIAM, WASHINGTON

Amdt 3 22OCT09

HOQUIAM/BOWERMAN (HQM)

46°58'N - 123°56'W

ILS or LOC/DME RWY 24

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

WAAS CH 82015 W06A	APP CRS 061°	Rwy Idg 5000 TDZE 18 Apt Elev 18
--	------------------------	---

RNAV (GPS) RWY 6

HOQUIAM/ BOWERMAN (HQM)

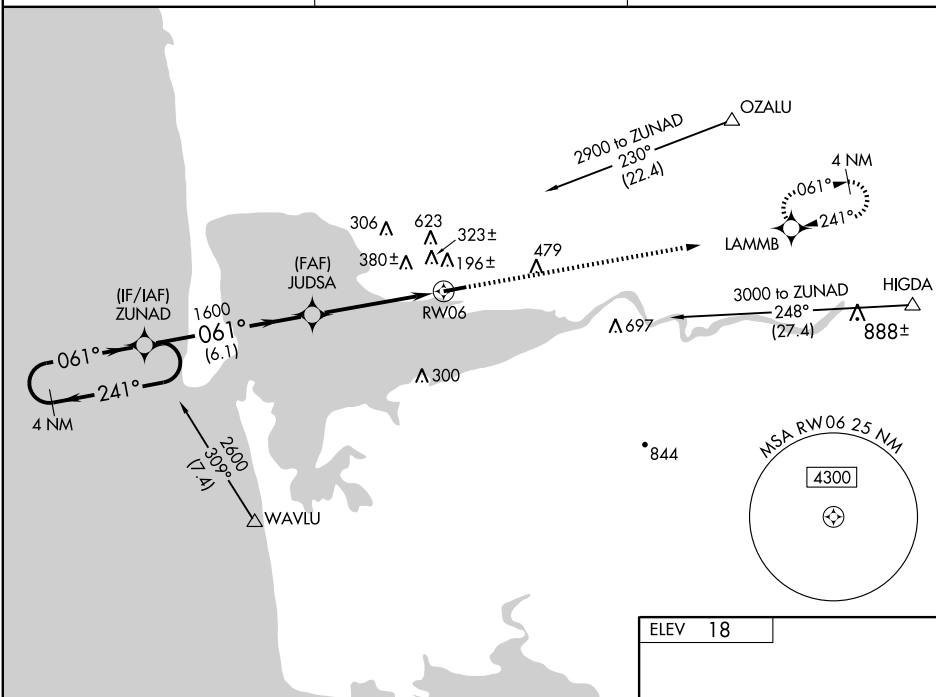
▼ Circling NA northwest of Rwy 6-24.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 direct LAMMB and hold.

ASOS
135.775

SEATTLE CENTER
128.3 269.0

UNICOM
122.7 (CTAF) 0



4 NM

Holding Pattern

ZUNAD

2900

↑

LAMMB

✱

2600

← 241°

061° →

GS 3.00°

TCH 52

JUDSA

1600

061°

1600

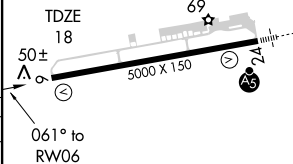
RW06

6.1 NM

4.7 NM

CATEGORY	A	B	C	D
LPV DA	308-1 290 (300-1)			
LNAV/VNAV DA	758-2½ 740 (800-2½)			
LNAV MDA	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	620-2 602 (700-2)

ELEV **18**



REIL Rwy 6 **0**
HIRL Rwy 6-24 **0**

WAAS CH 86902 W24A	APP CRS 241°	Rwy Idg 5000 TDZE 16 Apt Elev 18
--	------------------------	--

RNAV (GPS) RWY 24

HOQUIAM/ BOWERMAN (HQM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). Inoperative table does not apply to LPV.
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 For inoperative MALSR, increase LNAV Cat A visibility to 1 mile.
 Circling NA northwest of Rwy 6-24.
 When local altimeter setting not received, procedure NA.

MALSR



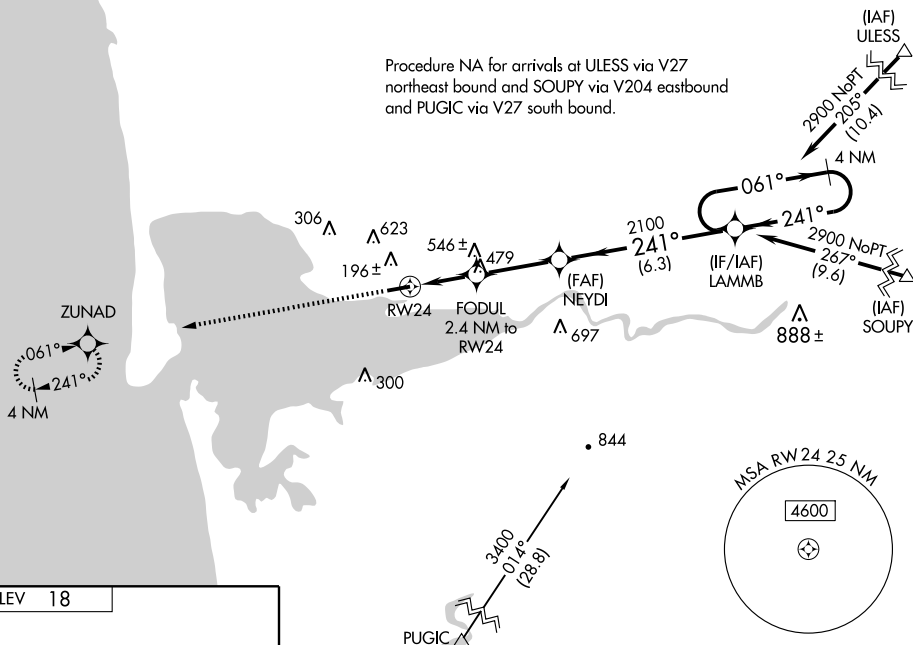
MISSED APPROACH: Climb to 2600
direct ZUNAD and hold.

ASOS
135.775

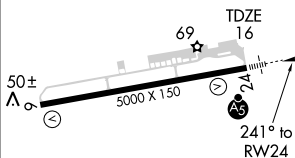
SEATTLE CENTER
128.3 269.0

UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals at ULESS via V27
northeast bound and SOUPY via V204 eastbound
and PUGIC via V27 south bound.



ELEV 18



REIL Rwy 6 **0**
HIRL Rwy 6-24 **0**

2600		ZUNAD	VGSi and RNAV glidepath not coincident.		LAMMB	4 NM Holding Pattern
		FODUL 2.4 NM to RW24	NEYDI	241°	061° →	2900
		RW24		2100	← 241°	
		2.4 NM	3 NM	6.3 NM	GS 3.50° TCH 55	
CATEGORY	A	B	C	D		
LPV DA	216-3/4	200 (200-3/4)	286-1 270 (300-1)	NA		
LNAV/VNAV DA	1029-2 1/2 1013 (1100-2 1/2)				NA	
LNAV MDA	800-3/4	784 (800-3/4)	800-1 3/4 784 (800-1 3/4)	NA		
CIRCLING	800-1 782 (800-1)	800-1 1/4 782 (800-1 1/4)	800-2 1/4 782 (800-2 1/4)	NA		

HOQUIAM, WASHINGTON
Amdt 1 22OCT09

46°58'N - 123°56'W

HOQUIAM/ BOWERMAN (HQM)
RNAV (GPS) RWY 24

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC HQM 117.7 Chan 124	APP CRS 241°	Rwy Idg 5000 TDZE 16 Apt Elev 18
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VOR/DME RWY 24
HOQUIAM/BOWERMAN (HQM)

T Circling NA northwest of Rwy 6 and 24.
A Visibility reduction by helicopters NA.

MALSR

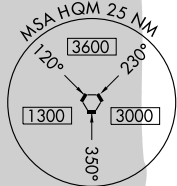
MISSED APPROACH: Climb to 2500 via HQM VORTAC R-061 to HQM VORTAC and hold.


ASOS
135.775

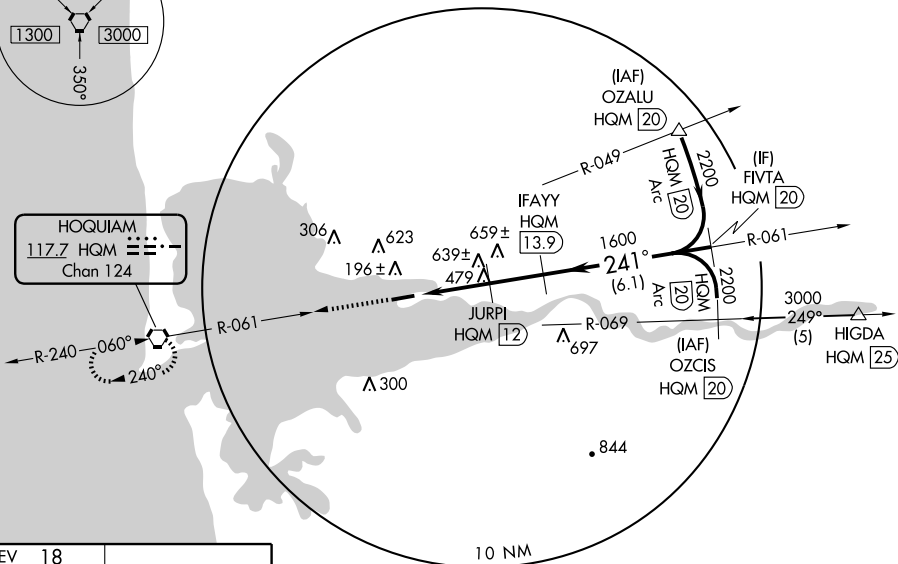
SEATTLE CENTER
128.3 269.0

UNICOM
122.7 (CTAF) **L**

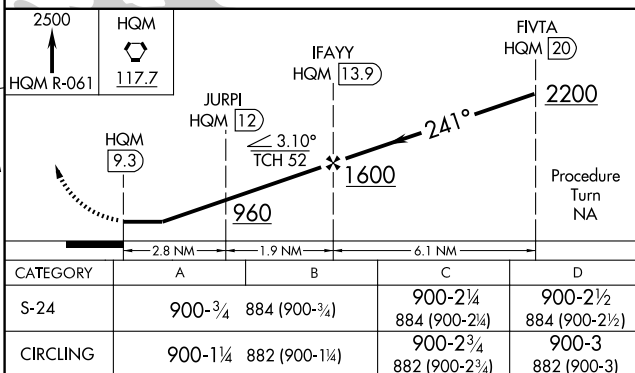
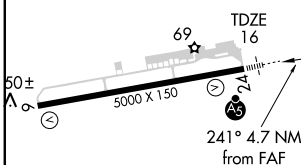
Procedure NA for arrivals at OZCIS via V204 eastbound.



HOQUIAM
117.7 HQM 
Chan 124



ELEV 18



REIL Rwy 6 **L**
HIRL Rwy 6-24 **L**

HOQUIAM, WASHINGTON
Amdt 6 09295

46°58'N - 123°56'W

HOQUIAM/BOWERMAN (HQM)
VOR/DME RWY 24

NW-1. 23 SEP 2010 to 21 OCT 2010

VORTAC HQM 117.7 Chan 124	APP CRS 062°	Rwy Idg TDZE Apt Elev 18
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VOR RWY 6
HOQUIAM/ BOWERMAN (HQM)

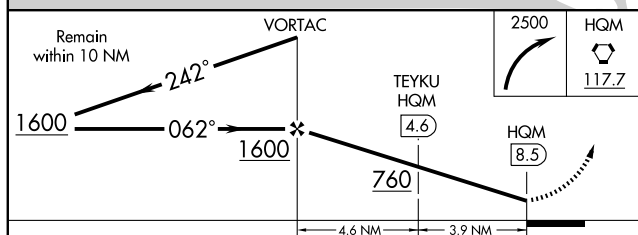
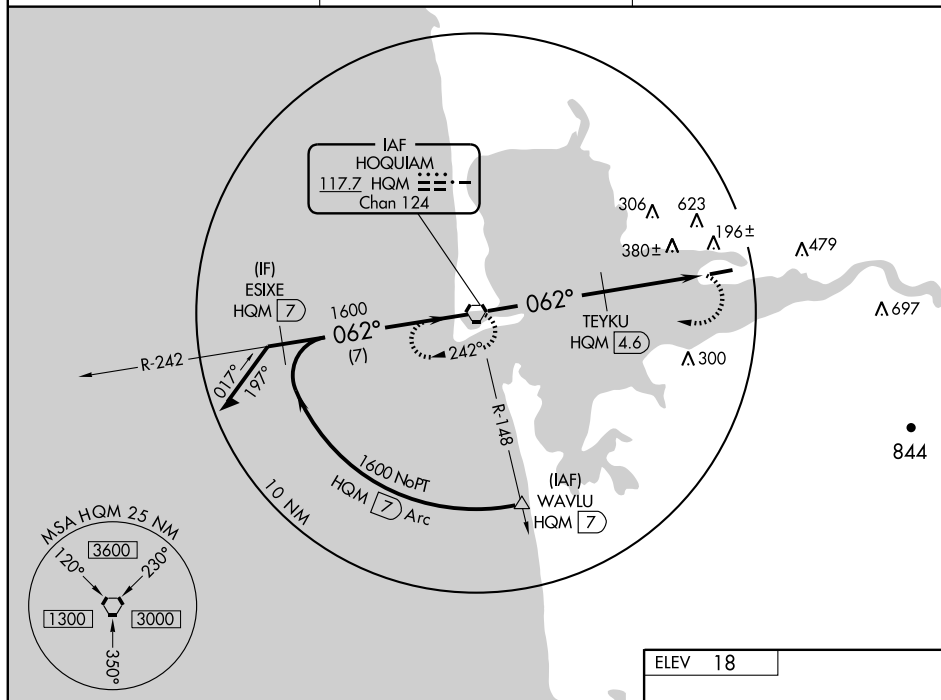
V Visibility reduction by helicopters NA.
A Circling NA northwest of Rwy 6 and 24.

MISSED APPROACH: Climbing right turn to 2500 direct HQM
VORTAC and hold.

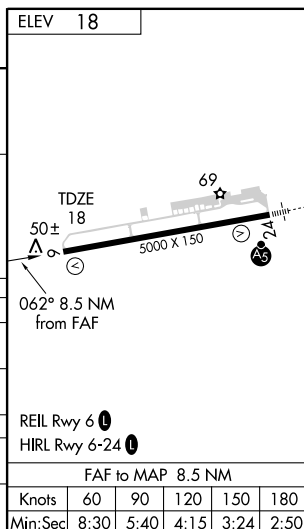
ASOS
135.775

SEATTLE CENTER
128.3 269.0

UNICOM
122.7 (CTAF) 1



CATEGORY	A	B	C	D
S-6	760-1 742 (800-1)	760-1¼ 742 (800-1¼)	760-2¼ 742 (800-2¼)	760-2½ 742 (800-2½)
CIRCLING	760-1 742 (800-1)	760-1¼ 742 (800-1¼)	760-2¼ 742 (800-2¼)	760-2½ 742 (800-2½)
TEYKU FIX MINIMUMS				
S-6	640-1 622 (700-1)	640-1¾ 622 (700-1¾)	640-2 622 (700-2)	
CIRCLING	640-1 622 (700-1)	640-1¾ 622 (700-1¾)	640-2 622 (700-2)	



KELSO N46°09.33' W122°54.76' NOTAM FILE KLS
NDB (MHW) 256 LSO 148° 2.3 NM to Southwest Washington Rgnl.
 NDB unusable 020°–120°, 120°–180° byd 15 NM, 180°–340° byd 10 NM.

SEATTLE

KELSO

SOUTHWEST WASHINGTON RGNL (KLS) 2 SE UTC–8(–7DT) N46°07.08' W122°53.90'

SEATTLE

20 B S4 FUEL 100LL, JET A LRA NOTAM FILE KLS

L-1C

Rwy 12–30: H4391X100 (ASPH) S–38, D–46, 2D–74 MRL (NSTD)

IAP

Rwy 12: REIL. PAPI(P4L)—GA 4.0° TCH 37'. Trees. Rgt tfc.

Rwy 30: REIL. PAPI(P4R)—GA 4.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Winter 1600–0100Z†, Summer 1600–0200Z†. 24 hr self-service credit card fuel facility. Numerous flocks of birds on and in/ovf arpt. Rwy 12–30 NSTD spacing MRL. ACTIVATE MRL Rwy 12–30—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: AWOS–3 135.075 (360) 577–1964.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.25 (SEATTLE RADIO)

RCO 122.55 (SEATTLE RADIO)

® SEATTLE CENTER APP/DEP CON 124.2

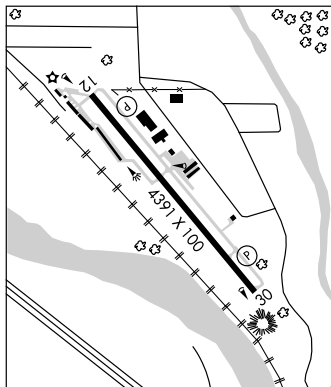
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' W122°35.49' 309° 25.7 NM to fld. 253/21E.

KELSO NDB (MHW) 256 LSO N46°09.33' W122°54.76'

148° 2.3 NM to fld. NOTAM FILE KLS.

NDB unusable 020°–120°, 120°–180° byd 15 NM, 180°–340° byd 10 NM.

**KENMORE AIR HARBOR SPB** (See SEATTLE)

KENMORE AIR HARBOR INC SPB (S60) 1 S UTC–8(–7DT) N47°45.29' W122°15.56'

SEATTLE

14 S4 FUEL 100LL, JET A LRA NOTAM FILE SEA

WATERWAY 16–34: 10000X1000 (WATER)

WATERWAY 18–36: 3000X1000 (WATER)

SEAPLANE REMARKS: Attended dawn–dusk. Unlighted crane 75' AGL and pilings 6' above water Waterway 18 8 buoys mark 5 miles per hour speed limit area. Landing zone–unlgt; seaplanes exempt from 5 miles per hour speed limit. Surface watercraft entering operating area from within channel E of waterway 16–34. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF/UNICOM 122.7

KENNEWICK

VISTA FLD (S98) 3 NW UTC–8(–7DT) N46°13.12' W119°12.60'

SEATTLE

534 B S4 FUEL 100LL, JET A TPA–1334 (800) NOTAM FILE SEA

L–13A

Rwy 02–20: H4008X150 (ASPH) S–26 MRL

Rwy 02: PAPI(P2L). P–line.

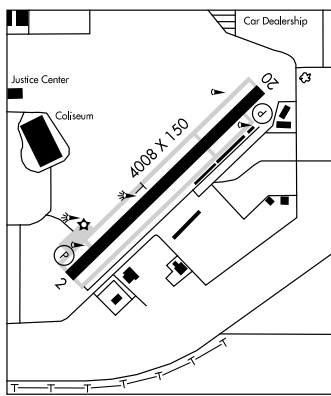
Rwy 20: PAPI(P2L). Pole.

AIRPORT REMARKS: Attended Mon–Fri 1600–0200Z†. Use Rwy 02 when wind 5 knots or less. ACTIVATE MRL Rwy 02–20—CTAF. Parachute Jumping.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VORW/DME 108.4 PSC Chan 21 N46°15.78' W119°06.94' 216° 4.8 NM to fld. 400/20E.



NDB-A

NDB LSO 256	APP CRS 152°	Rwy Idg TDZE Apt Elev	N/A N/A 20
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KELSO/SOUTHWEST WASHINGTON RGNL (KLS)

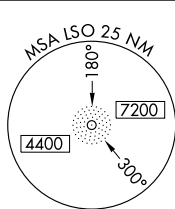
NA Circling NA NE of Rwy 12-30.
When local altimeter setting not received, use Scappoose
altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 via heading 152°
then climbing right turn to 4000 direct LSO NDB and hold,
continue climb-in-hold to 4000.

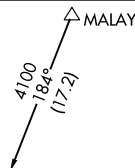
AWOS-3
135.075

SEATTLE CENTER
124.2 317.6

UNICOM
122.8 (CTAF) 0



A 2677



3286

10 NM

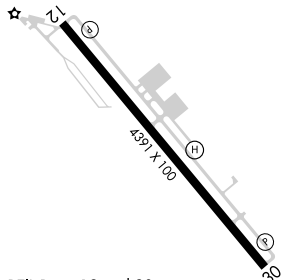
2200

2600

2760

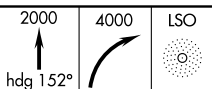
2955

ELEV 20

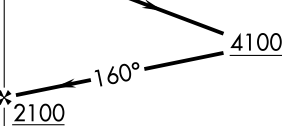
152° 2 NM
from FAF

REIL Rwys 12 and 30

MIRL Rwy 12-30



NDB

Remain
within 10 NM

FAF to MAP 2 NM

CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1280 (1300-1¼)	1300-1½ 1280 (1300-1½)		NA

KELSO, WASHINGTON

Amdt 6 08APR10

KELSO/SOUTHWEST WASHINGTON RGNL (KLS)

46°07'N-122°54'W

NDB-A

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS **123°**
 Rwy Idg **4391**
 TDZE **20**
 Apt Elev **20**

RNAV (GPS) RWY 12

KELSO/SOUTHWEST WASHINGTON RGNL (KLS)

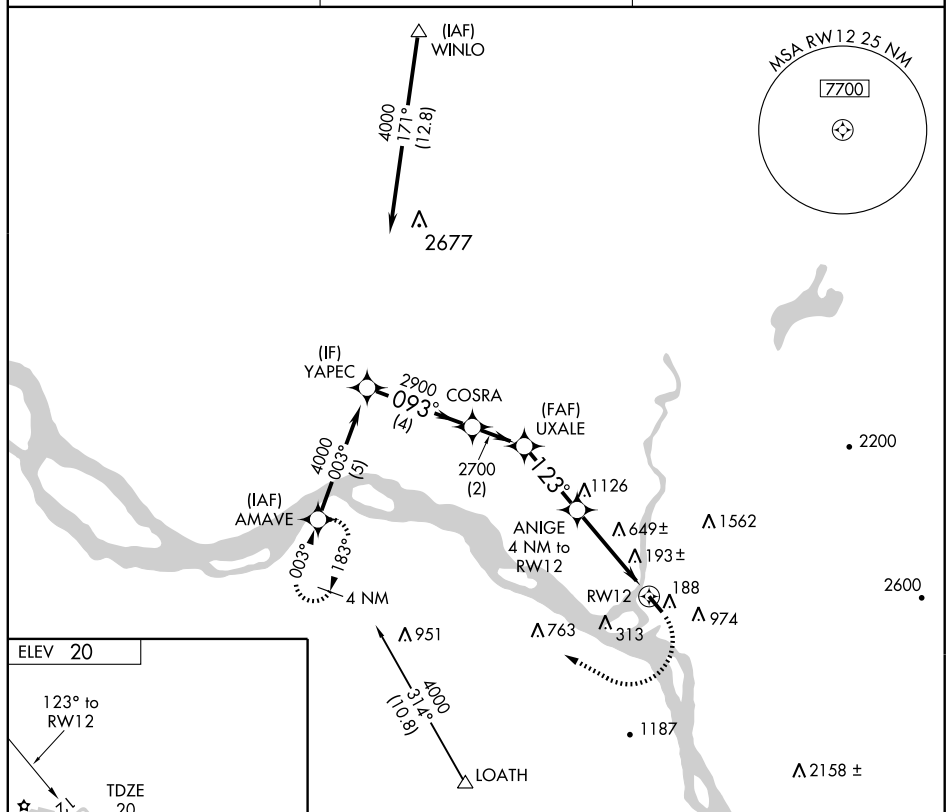
▼ Circling NA northeast of Rwy 12-30. DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Scappoose altimeter setting and increase all MDA 60 feet and all Cat A visibility ¼ mile.



MISSED APPROACH: Climbing right turn to 4000 direct AMAVE and hold, continue climb-in-hold to 4000.

AWOS-3
135.075

SEATTLE CENTER
124.2 317.6

UNICOM
122.8 (CTAF) 0



YAPEC		VGSI and descent angles not coincident.		 4000		 AMAVE	
COSRA		UXALE		ANIGE 4 NM to RW12			
4000		093°		3.58° TCH 37			
2900		2700		123°			
Procedure Turn NA				1580		RW12	
4 NM		2 NM		3 NM		4 NM	
CATEGORY	A		B		C		D
LNAV MDA	900-1 880 (900-1)		900-1¼ 880 (900-1¼)		NA		NA
CIRCLING	900-1 880 (900-1)		900-1¼ 880 (900-1¼)		NA		NA

REIL Rws 12 and 30
 MIRL Rwy 12-30 0

KELSO, WASHINGTON
 Orig 08APR10

KELSO/SOUTHWEST WASHINGTON RGNL (KLS)

46°07'N-122°54'W

RNAV (GPS) RWY 12

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

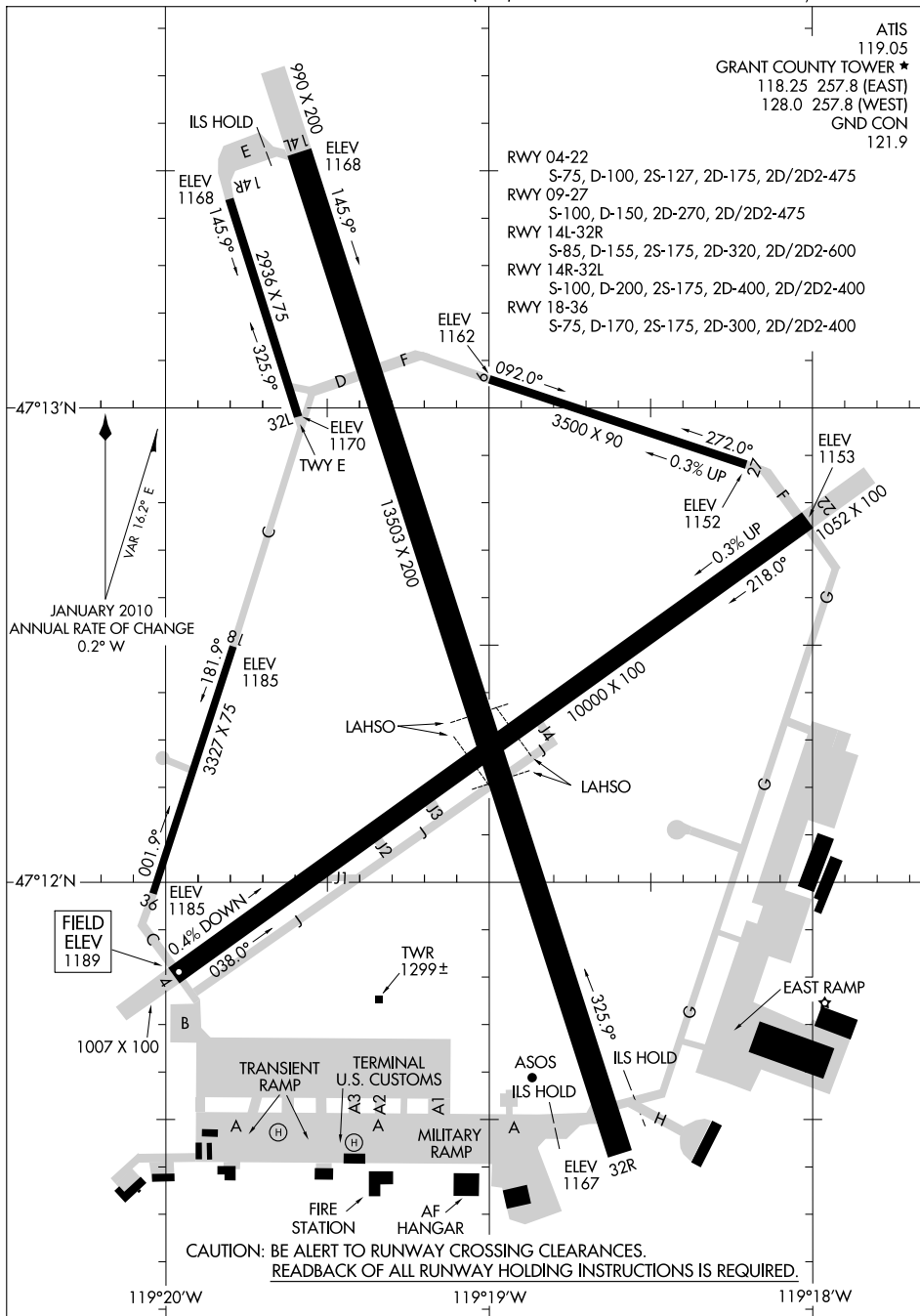
AIRPORT DIAGRAM

AL-961 (FAA)

MOSES LAKE/GRANT COUNTY INTL (MWH)

MOSES LAKE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

MOSES LAKE, WASHINGTON

MOSES LAKE/GRANT COUNTY INTL (MWH)

MOSES LAKE

GRANT CO INTL (MWH) 5 NW UTC-8(-7DT) N47°12.52' W119°19.15'

SEATTLE

1189 B S4 FUEL 100, 100LL, JET A1 OX 1 ARFF Index—See Remarks NOTAM FILE MWH H-1C, L-13A
RWY 14L-32R: H1350X200 (ASPH-CONC-GRVD) S-85, D-155, 2S-175, 2D-320, 2D/2D2-600 IAP, AD

HIRL (NSTD)

RWY 14L: REIL. VASI(V6L)—GA 3.0° TCH 52'. Bldg.

RWY 32R: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. Rgt tfc.

RWY 04-22: H1000X100 (ASPH-CONC-GRVD) S-75, D-100, 2S-127, 2D-175, 2D/2D2-475 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 50'. 0.4% down.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 50'. Rgt. tfc. 0.3% up

RWY 09-27: H3500X90 (CONC-GRVD) S-100, D-150, 2S-270, 2D/2D2-475 RWY LGTS (NSTD) 0.3% up NW

RWY 27: Rgt tfc.

RWY 18-36: H3327X75 (ASPH) S-75, D-170, 2S-175, 2D-300, 2D/2D2-400 MIRL

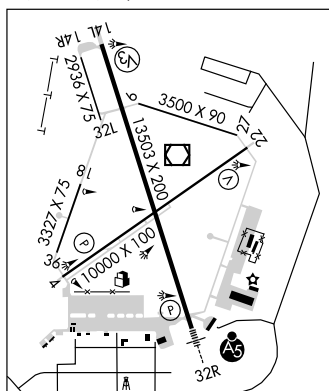
RWY 18: Rgt tfc.

RWY 14R-32L: H2936X75 (CONC) S-100, D-200, 2S-175, 2D-400, 2D/2D2-400

RWY 14R: Ground. Rgt tfc.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	14L-32R	4700
RWY 14L	04-22	7550
RWY 22	14L-32R	4650
RWY 32R	04-22	5050



AIRPORT REMARKS: Attended continuously. Rwy 09-27 CLOSED except military ops. Rwy 14R-32L is CLOSED to all night ops except taxiing. Rwy 14L-32R is CLOSED nights 0600-1400Z except for special military night training operations. Flocks of large birds in vicinity of arpt. Class I, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats 0600-1400Z or for additional ARFF index level svc call arpt manager 509-762-5363/5304. Rwy 09-27 used as assault strip by C-17 acft. Rwy 09-27 and Twy F not visible from the twr. Rwy 18-36 available as air carrier twy movement area only. Rwy 09-27 military landing zone lights only. Rwy distance markers Rwy 14L-32R and Rwy 04-22. Rwy 14L-32R first 10,000' apch end of Rwy 32R grvd 150' wide. Twy G unlighted. Extensive heavy military jet acft night training 1900 PM-0300 AM local daily. Announce landing intentions on CTAF after twr closed. Heavy jet training surface to 5000' within 25 miles of arpt, possible wake turbulence from larger acft using Rwy 14L-32R. Rwy 14L-32R NSTD HIRL located 50' from rwy edge markings. ACTIVATE MALSR Rwy 32R—CTAF.

WEATHER DATA SOURCES: ASOS (509) 762-5082. LAWRS.**COMMUNICATIONS:** CTAF 118.25 ATIS 119.05 UNICOM 122.95

MOSES LAKE RCO 122.4 (SEATTLE RADIO)

Ⓡ APP/DEP CON 126.4 134.35 (1400-0600Z) SEATTLE CENTER APP/DEP CON 126.1 (0600-1400Z)

TOWER 128.0 (WEST) 118.25 (EAST) (1400-0600Z) GND CON 121.9

AIRSPACE: CLASS D svc 1400-0600Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWH.

MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65' W119°19.01' at fld. 1194/18E.

PELLELY NDB (MHW/LOM) 408 MW N47°06.94' W119°16.47' 324° 5.9 NM to fld. Unmonitored when tower closed.

ILS 109.5 I-MWH Rwy 32R. Class IE LOM PELLELY NDB. Unmonitored when tower closed.

MOSES LAKE MUNI (W20) 2 NE UTC-8(-7DT) N47°08.52' W119°14.27'

SEATTLE

1203 B S4 FUEL 100LL NOTAM FILE SEA

RWY 16-34: H2513X50 (ASPH) S-8 MIRL

RWY 16: PAPI (P2L)—GA 3.0° Thld dsplcd 466'. Tree. RWY 34: PAPI (P2L)—GA 3.0°. Thld dsplcd 253'. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z. Fuel avbl only Mon-Fri 1600-0100Z. Extensive agriculture opr in progress. Bird hazard. Ultralight opr requested to obtain airport safety briefing from airport management prior to initial use of airport.

COMMUNICATIONS: CTAF/UNICOM 123.0

MT CONSTITUTION N48°40.79' W122°50.48'

SEATTLE

RCO 122.3 (SEATTLE RADIO)

L-10

MT VERNON (See BURLINGTON/MT VERNON)

LOC I-MWH 109.5	APP CRS 324°	Rwy Idg TDZE 1167 Apt Elev 1189
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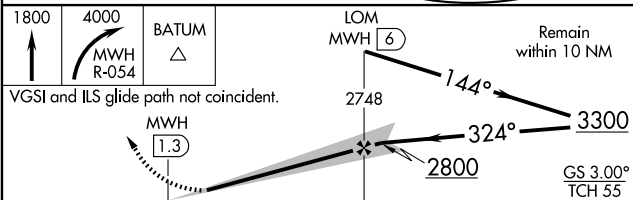
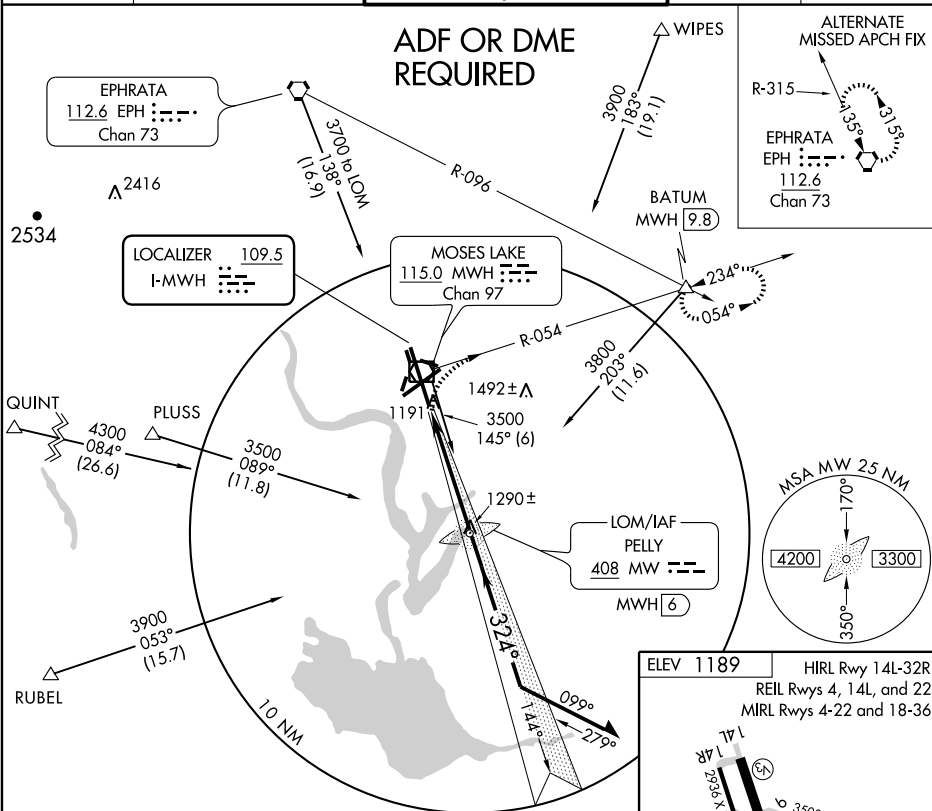
ILS or LOC RWY 32R

MOSES LAKE/ GRANT COUNTY INTL (MWH)

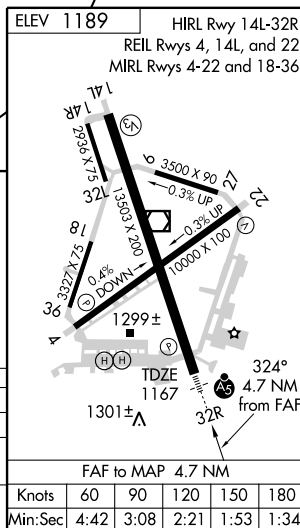
▼ For inoperative MALSR, increase S-LOC 32R Cat. D visibility to RVR 5000.
▲ If local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 via MWH R-054 to BATUM INT/ MWH 9.8 DME and hold, continue climb-in-hold to 4000.

ATIS 119.05	GRANT COUNTY APP CON * 126.4 379.95	GRANT COUNTY TOWER * 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 32R	*1367/24 200 (200-½)			
S-LOC 32R	1440/24 273 (300-½)			1440/40 273 (300-¾)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1740-2 551 (600-2)



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

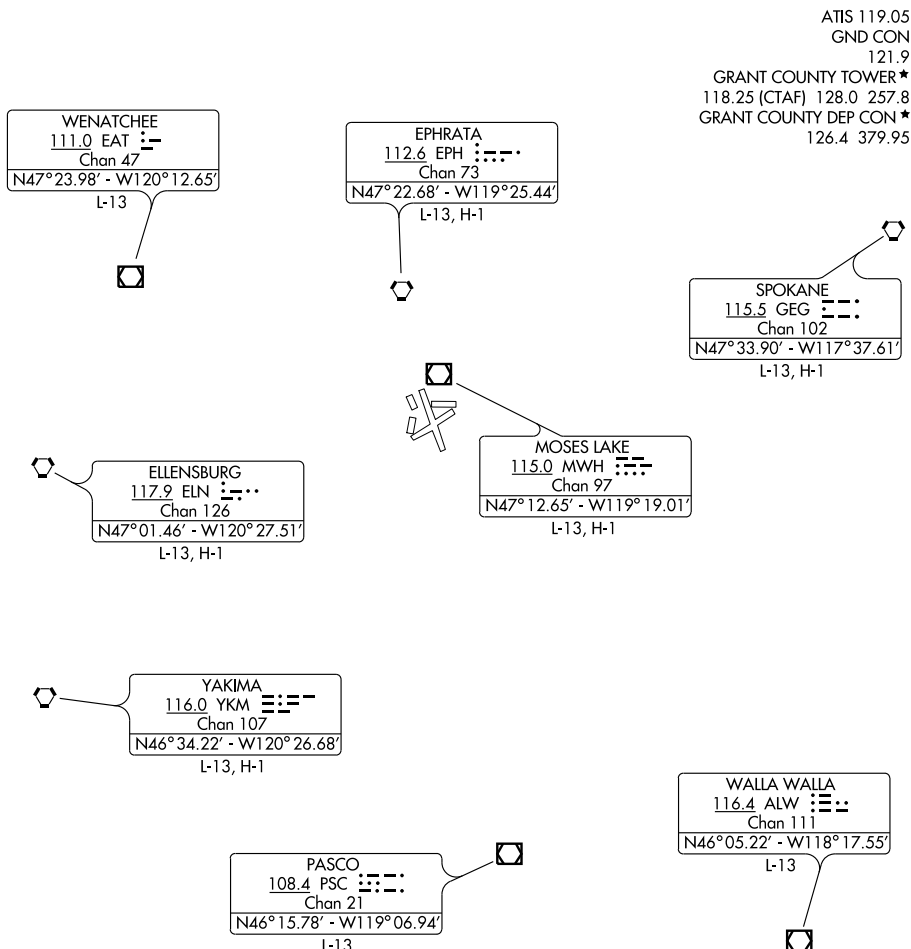
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
M McNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID			
JOSLIN FIELD-MAGIC VALLEY			
RG NL (TWF)	07	12-30	4,500 feet
	25	12-30	3,600 feet

MOSES THREE DEPARTURE

SL-961 (FAA)

MOSES LAKE/GRANT COUNTY INTL (MWH)

MOSES LAKE, WASHINGTON



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. Maintain 5000' or ATC assigned altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions received for 1 minute after departure, maintain runway heading, or ATC assigned heading to 6000', then climbing right turn to filed altitude, direct MWH VOR/DME, then via assigned fix/route.

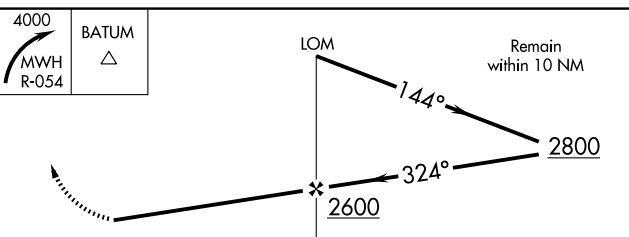
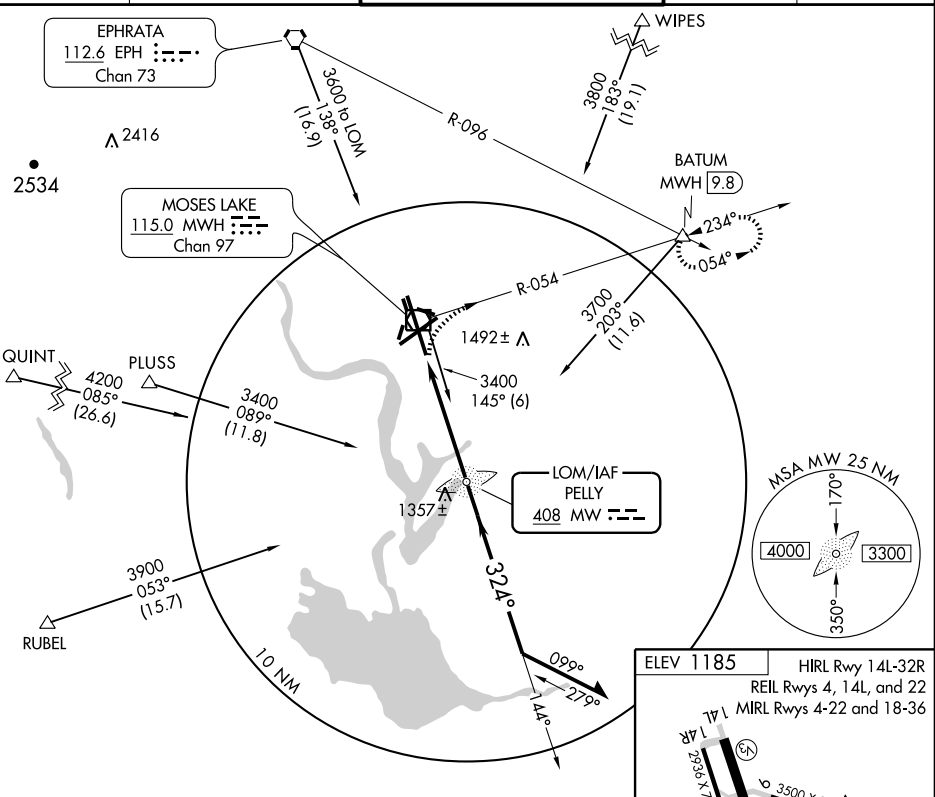
NDB RWY 32R

MOSES LAKE/GRANT COUNTY INTL (MWH)

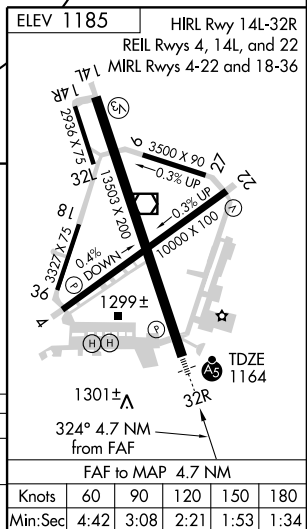
LOM MW 408	APP CRS 324°	Rwy Idg TDZE Apt Elev	13503 1164 1185
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T A	MALSR 	MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.
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ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-32R	1680/40 516 (500-3/4)		1680/50 516 (500-1)	1680-1 1/2 516 (500-1 1/2)
CIRCLING	1680-1 495 (500-1)		1680-1 1/2 495 (500-1 1/2)	1740-2 555 (600-2)



WAAS CH 42809 W04A	APP CRS 036°	Rwy Idg 10000 TDZE 1189 Apt Elev 1189
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RNAV (GPS) RWY 4

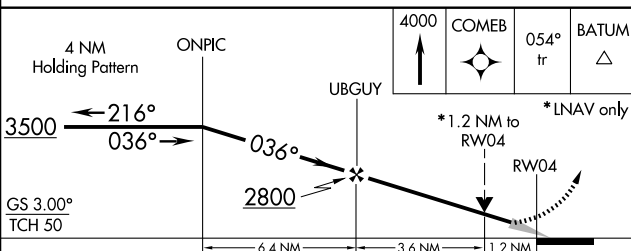
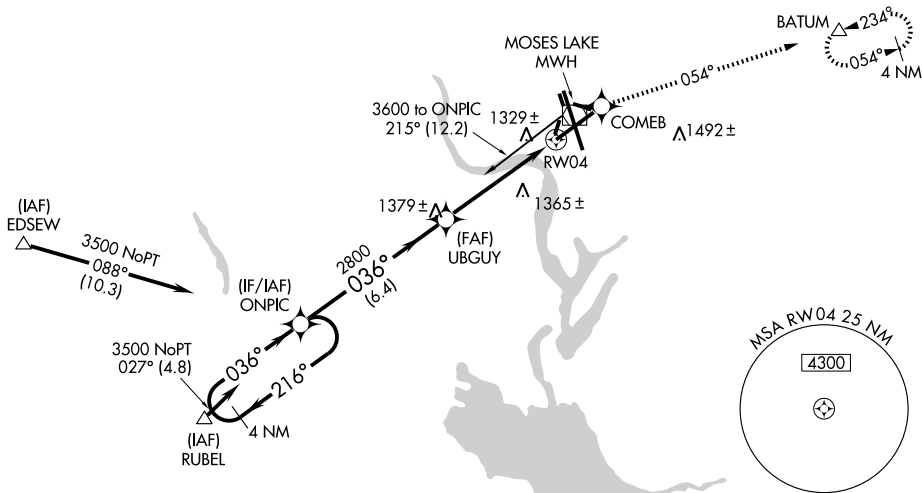
MOSES LAKE/ GRANT COUNTY INTL (MWH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDA 40 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ephrata altimeter setting.

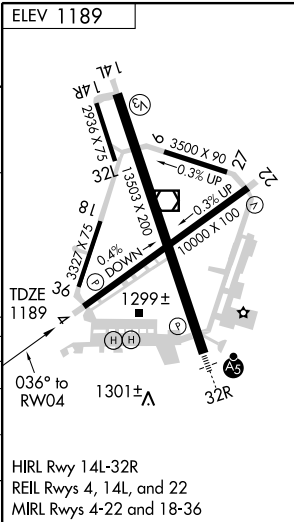
MISSED APPROACH: Climb to 4000 direct COMEB and via 054° track to BATUM and hold, continue climb-in-hold to 4000.

ATIS 119.05	GRANT COUNTY APP CON * 126.4 379.95	GRANT COUNTY TOWER * 118.25 (CTAF) 0 128.0 257.8	GND CON 121.9	UNICOM 122.95
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- 2882 Procedure NA for arrivals on MWH VOR/DME airway radial 154 CW 253.
- 2534



CATEGORY	A	B	C	D
LPV DA		1439-¾	250 (300-¾)	
LNAV/VNAV DA		1636-1½	447 (500-1½)	
LNAV MDA	1620-1	431 (500-1)	1620-1¼	431 (500-1½)
CIRCLING	1660-1	471 (500-1)	1660-1½	551 (600-2)



WAAS CH 90509 W14A	APP CRS 144°	Rwy Idg 13503 TDZE 1169 Apt Elev 1189
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RNAV (GPS) RWY 14L

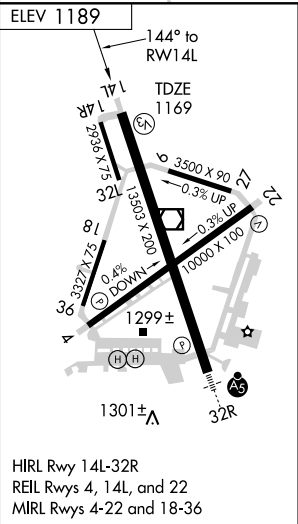
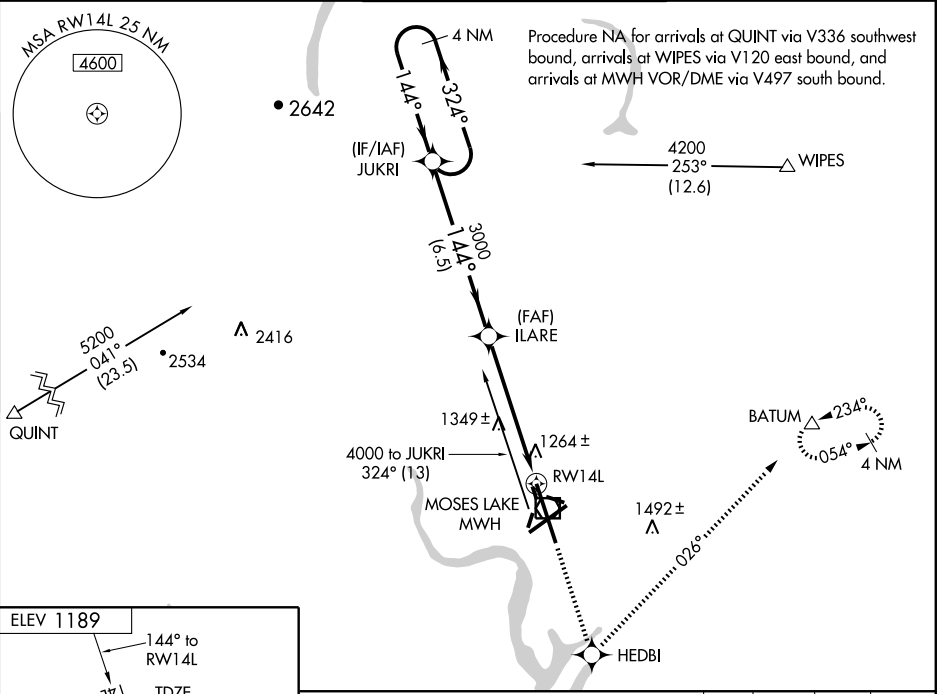
MOSES LAKE/ GRANT COUNTY INTL (MWH)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDA 40 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile.

▲

MISSED APPROACH: Climb to 4000 direct HEDBI and via 026° track to BATUM and hold, continue climb-in-hold to 4000.

ATIS 119.05	GRANT COUNTY APP CON * 126.4 379.95	GRANT COUNTY TOWER * 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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<p>4 NM Holding Pattern</p> <p>JUKRI</p> <p>ILARE</p> <p>4000</p> <p>324°</p> <p>144°</p> <p>144°</p> <p>3000</p> <p>GS 3.00°</p> <p>TCH 52</p> <p>6.5 NM</p> <p>4.3 NM</p> <p>1.2 NM</p> <p>RW14L</p> <p>*1.2 NM to RW14L</p> <p>*LNAV only</p>				
CATEGORY	A	B	C	D
LPV DA	1419-¾		250 (300-¾)	
LNAV/VNAV DA	1622-1½		453 (500-1½)	
LNAV MDA	1600-1	431 (500-1)	1600-1¼	1600-1½
			431 (500-1½)	431 (500-1½)
CIRCLING	1660-1	471 (500-1)	1660-1½	1740-2
			471 (500-1½)	551 (600-2)

WAAS CH 70410 W22A	APP CRS 216°	Rwy Idg TDZE Apt Elev	10000 1166 1189
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RNAV (GPS) RWY 22

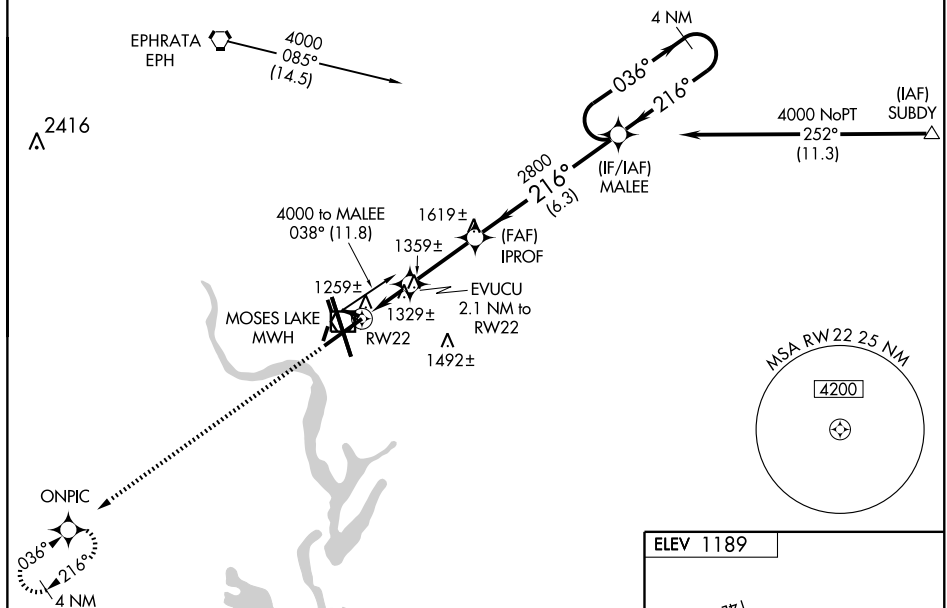
MOSES LAKE/ GRANT COUNTY INTL (MWH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats and LNAV Cat D visibility ½ mile.

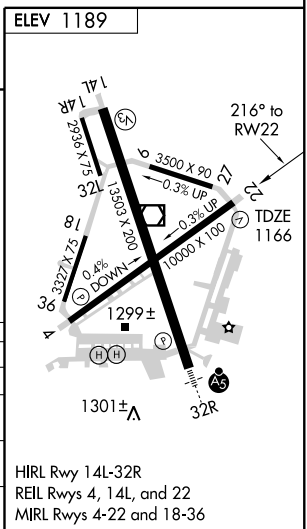
MISSED APPROACH: Climb to 3500 direct ONPIC and hold.

ATIS 119.05	GRANT COUNTY APP CON * 126.4 379.95	GRANT COUNTY TOWER * 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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Procedure NA for arrivals at EPH VORTAC via V120 westbound.



3500	ONPIC	EVUCU 2.1 NM to RW22	IPROF	MALEE	4 NM Holding Pattern
*LNAV only		*1.2 NM to RW22			
		1.2 NM	0.9	2.9 NM	6.3 NM
1860*					
2800					
4000					
GS 3.00°					TCH 50
CATEGORY	A	B	C	D	
LPV DA		1416-1	250 (300-1)		
LNAV/VNAV DA		1529-1¼	363 (400-1¼)		
LNAV MDA	1580-1	414 (400-1)	1580-1¼	414 (400-1¼)	
CIRCLING	1660-1	471 (500-1)	1660-1½	1740-2	551 (600-2)



WAAS CH 77799 W32A	APP CRS 324°	Rwy Idg TDZE 1164 Apt Elev 1185
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RNAV (GPS) RWY 32R

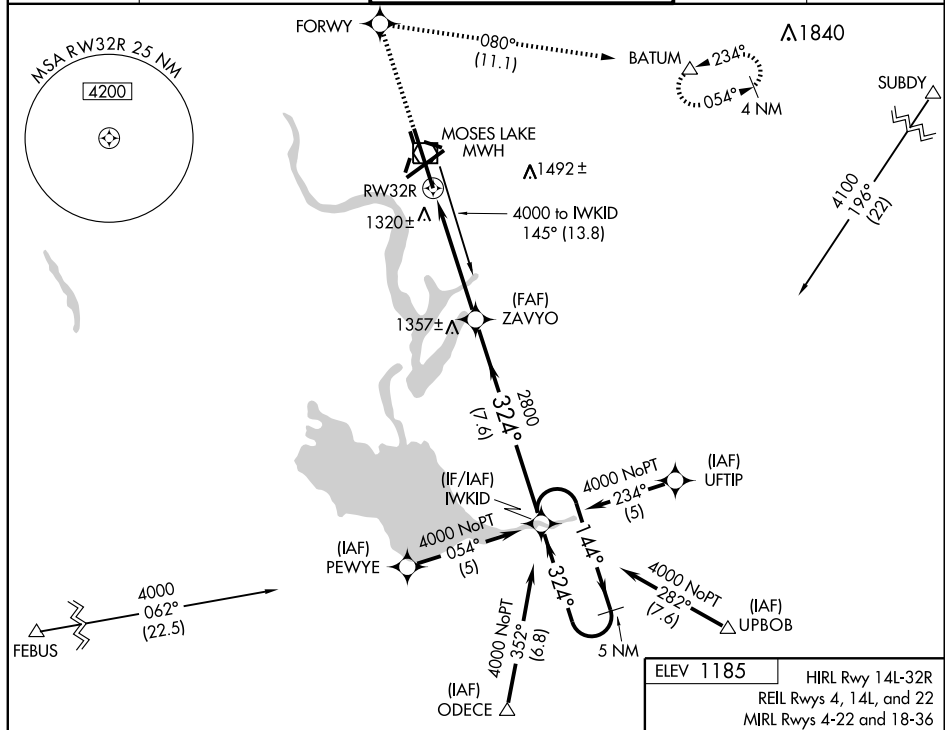
MOSES LAKE/GRANT COUNTY INTL (MWH)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (1°F).
For inoperative MALSR increase LPV all Cats visibility to RVR 4000,
and LNAV Cat D visibility to 1½.

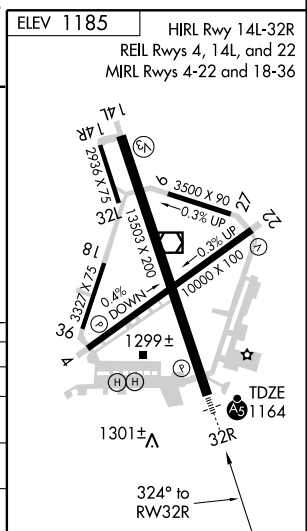


MISSED APPROACH: Climb to 4000 direct
FORWY and right turn via 080° track to BATUM
and hold, continue climb-in-hold to 4000.

ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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4000 ↑	FORWY ✧	BATUM △	VGSI and RNAV glidepath not coincident	IWKID	5 NM Holding Pattern
*LNAV only					
CATEGORY	A	B	C	D	
LPV DA	1414/24		250 (300-½)		
LNAV/VNAV DA	1667/60		503 (500-1¼)		
LNAV MDA	1620/24 456 (500-½)		1620/40 456 (500-¾)	1620/50 456 (500-1)	
CIRCLING	1680-1¾ 495 (500-1¾)		1740-2 555 (600-2)		



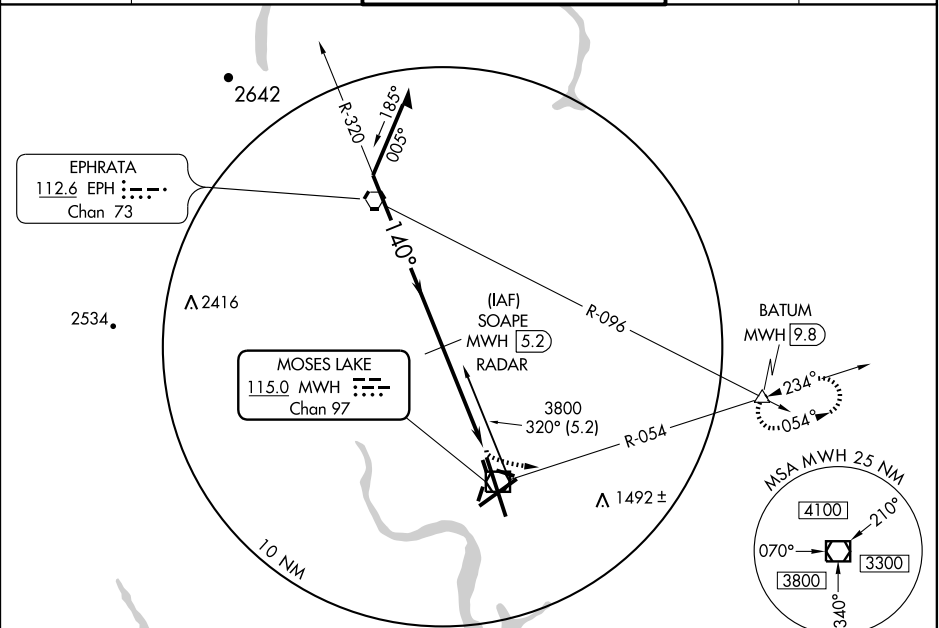
VOR/DME MWH 115.0 Chan 97	APP CRS 140°	Rwy Idg TDZE Apt Elev	13503 1166 1185
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VOR-3 RWY 14L

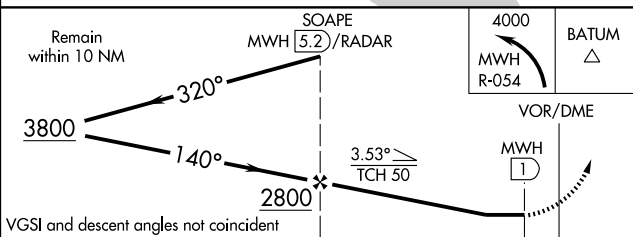
MOSES LAKE/ GRANT COUNTY INTL (MWH)

V A	MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.			
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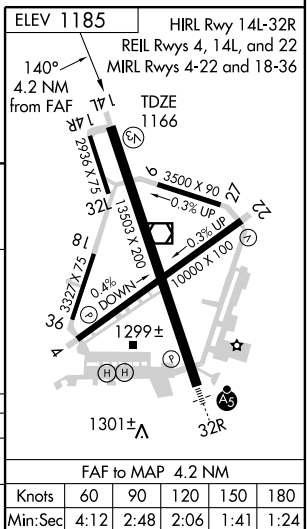
ATIS 119.05	GRANT COUNTY APP CON * 126.4 379.95	GRANT COUNTY TOWER * 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-14L	1620-1 454 (500-1)		1620-1 1/4 454 (500-1 1/4)	1620-1 1/2 454 (500-1 1/2)
CIRCLING	1680-1 495 (500-1)		1680-1 1/2 495 (500-1 1/2)	1740-2 555 (600-2)



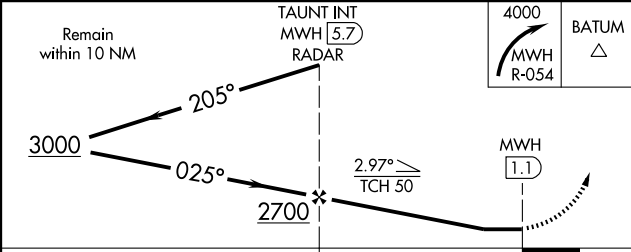
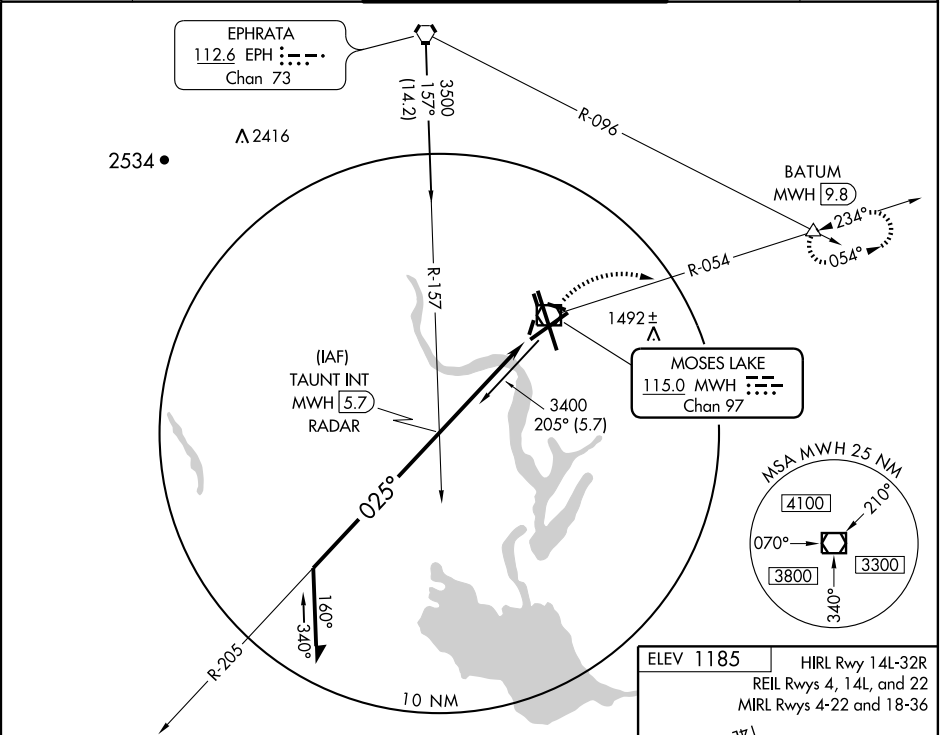
VOR/DME MWH 115.0 Chan 97	APP CRS 025°	Rwy Idg TDZE 1185 Apt Elev 1185	10000 1185 1185
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VOR RWY 4

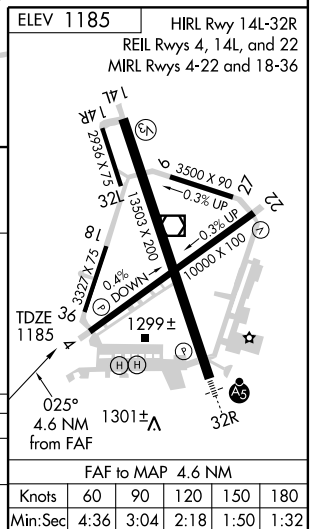
MOSES LAKE/GRANT COUNTY INTL (MWH)

MISSSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 128.0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	1620-1 435 (500-1)		1620-1¼ 435 (500-1¼)	1620-1½ 435 (500-1½)
CIRCLING	1680-1 495 (500-1)		1680-1½ 495 (500-1½)	1740-2 555 (600-2)



VOR/DME MWH <u>115.0</u> Chan 97	APP CRS 231°	Rwy Idg 10000 TDZE 1161 Apt Elev 1185
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VOR RWY 22

MOSES LAKE/ GRANT COUNTY INTL (MWH)



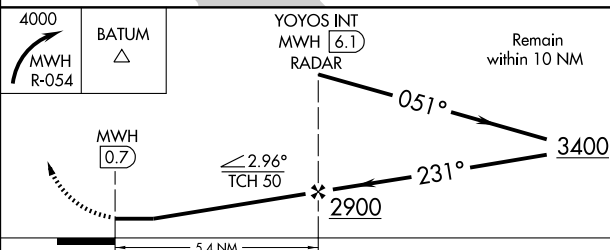
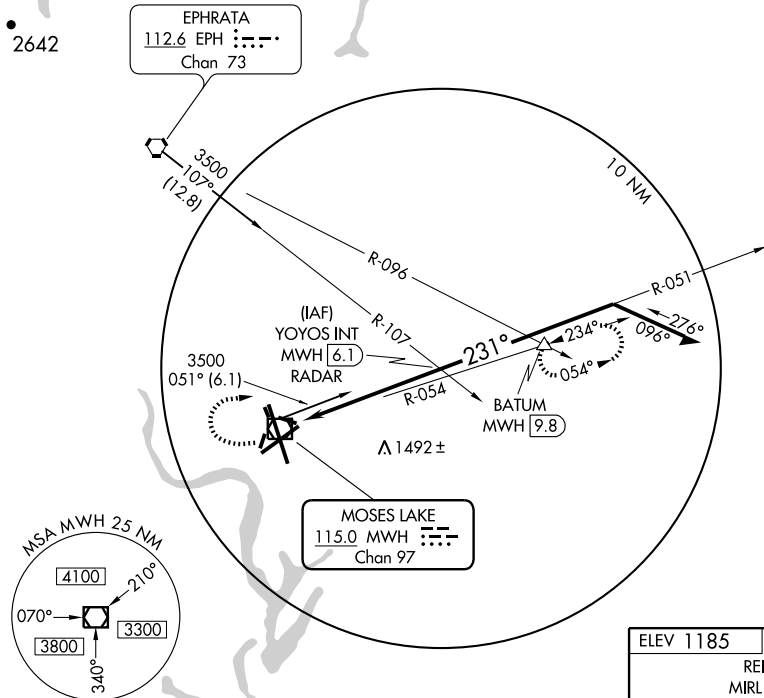
MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS
119.05

GRANT COUNTY APP CON ★
126.4 379.95

GRANT COUNTY TOWER ★
118.25 (CTAF) 128.0 257.8

GND CON
121.9

UNICOM
122.95

CATEGORY	A	B	C	D
S-22	1760-1 599 (600-1)		1760-1½ 599 (600-1½)	1760-1¾ 599 (600-1¾)
CIRCLING	1760-1 575 (600-1)		1760-1½ 575 (600-1½)	1760-2 575 (600-2)

ELEV 1185	HIRL Rwy 14L-32R REIL Rwy 4, 14L, and 22 MIRL Rwy 4-22 and 18-36
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FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

MOSES LAKE, WASHINGTON

Amdt 5A 10210

MOSES LAKE/GRANT COUNTY INTL (MWH)

47° 13'N - 119° 19'W

VOR RWY 22

VOR/DME MWH
115.0
Chan **97**

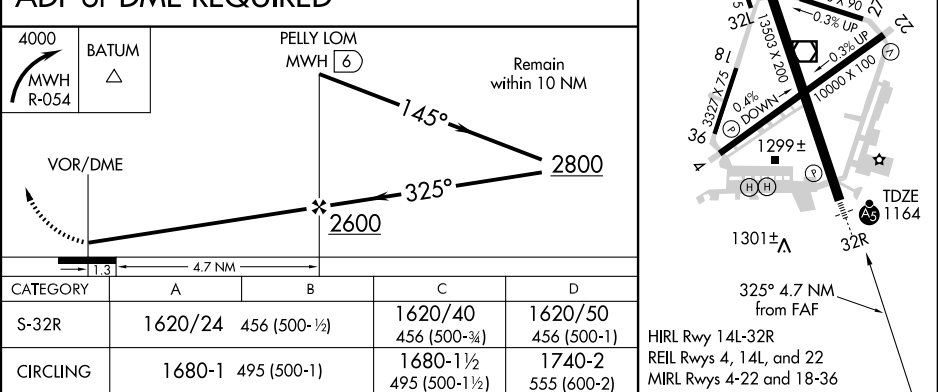
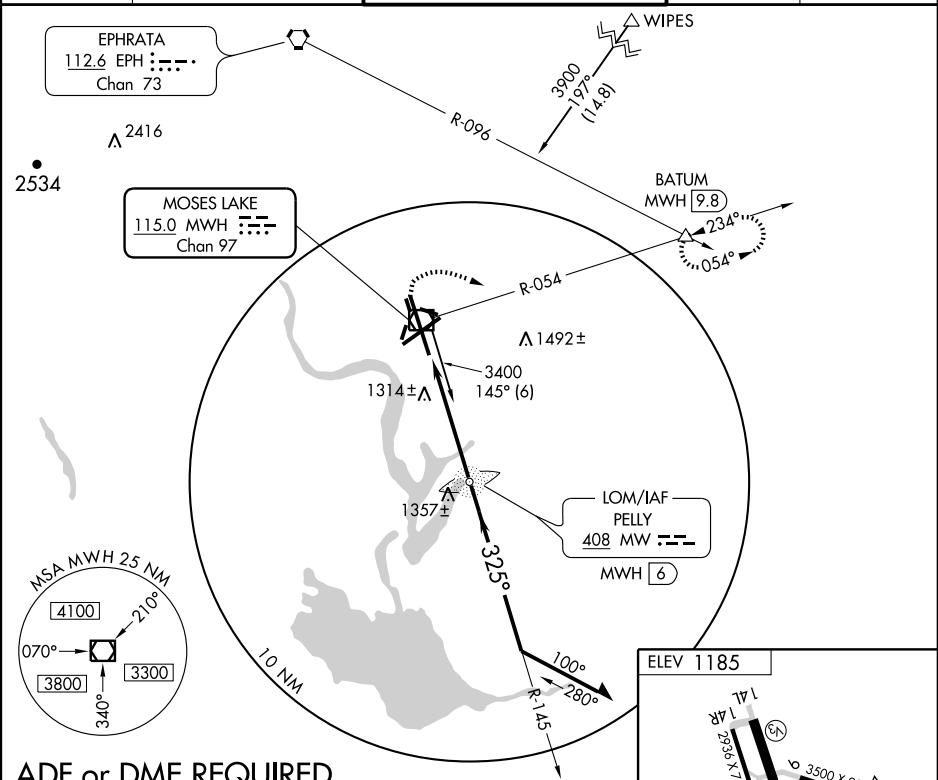
APP CRS
325°

Rwy Idg **13503**
TDZE **1164**
Apt Elev **1185**

VOR RWY 32R

MOSES LAKE/GRANT COUNTY INTL (MWH)

<div><div>V</div><div>A</div></div>		<div><div>MALSR</div><div><div>AS</div><div><div></div><div></div><div></div><div></div><div></div></div></div></div>	MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.		
ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 128.0 257.8		GND CON 121.9	UNICOM 122.95



ATIS 134.15 281.5
WHIDBEY TOWER
127.9 340.2
GND CON
121.75 336.4
CLNC DEL
135.1 379.9

SEPTEMBER 2010
ANNUAL RATE OF CHANGE
0.2° W

VAR 17.2° E

HANGAR 5
 TRAN ACFT
 PARKING
 HANGAR 12
 HANGAR 1
 BASE OPS
 Control Tower
 AIR TERMINAL
 HANGAR 11
 FIRE STATION
 HANGAR 10
 HANGAR 8

LIANG

ELEV
10

**DIRECT
FUELING
FACILITY**

PARKING

HANGAR

HANGAR 2

HIGH SPEED

RED



ELEV
23

25

RWY 7-25
PCN 45 R/B/W/T
RWY 14-32
PCN 73 R/B/W/T

AIRPORT DIAGRAM

OAK HARBOR, WASHINGTON

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

WHIDBEY ISLAND NAS (AULT FLD) (NUW) (KNUW) N 3 N UTC-8(-7DT)

N48°21.11' W122°39.36'

SEATTLE

H-1B, L-1E

DIAP, AD

47 B TPA—See Remarks NOTAM FILE NUW Not insp.

RWY 14-32: H8001X200 (CONC) PCN 73 R/B/W/T HIRL CL

RWY 14: ALSF1. OLS. TDZL. REIL. RWY 32: ALSF1. OLS. TDZL. REIL.

RWY 07-25: H8000X200 (CONC) PCN 45 R/B/W/T HIRL

RWY 07: OLS. REIL. RWY 25: ALSF1. REIL. OLS.

ARRESTING GEAR/SYSTEM

RWY 14 ← HOOK E5 (15' OVRN) HOOK E28(B) (1420') HOOK E28(B) (1926') HOOK E5 (14' OVRN →) RWY 32

RWY 07 ← HOOK E5 (15' OVRN) HOOK E28(B) (2425') HOOK E28(B) (1930') HOOK E5 (15' OVRN →) RWY 25

MILITARY SERVICE: A-GEAR E5 RATINGS—07-355 HEAVY WEIGHT (DRY), 25-335 HEAVY WEIGHT (DRY), 14-620

HEAVY WEIGHT (DRY), 32-595 HEAVY WEIGHT (DRY). JASU 1(NC-8A/A1) 1(NC-10C) 1(GTC-85/GTE-85)

1(NCPP-105/RCPT-105) FUEL J8, J5 FLUID SP PRESEAIR De-ice LHOX LOX OIL O-156 SOAP

TRAN ALERT Transient crews must be ready to provide technical direction/assistance in svc/maintenance. Ltd svc/maintenance avbl Mon-Fri 1500-2300Z, no maintenance Sat, Sun and holidays. Air terminal opr 1400-0200Z, as rqr other times.**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for all acft except Search and Rescue/Medevac ctc Air Terminal Supervisor, 1430-0100Z at DSN 820-2604/6707, C360-257-2604/6707.Prior coordination/fit advisory rqr for AMC/JOSAC/NALO missions. **CAUTION** All E5 overrun A-Gear rigged at all times, accidental engagement in the wrong direction will result in acft damage and may result in injury or loss of life. Bird hazard, See FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead initial 3000(2953),

overhead break 1500(1453) day, 1700(1653) night, pattern alt 1000(953) day, 1200(1153) night. Reduced rwy

separation standard in effect USN/USMC acft. UHF equipped acft use UHF twr frequency. **CSTMS/AG/IMG** Avbl only

for Whidbey based military acft from Canada, 48 hr prior notice, ctc OPS Duty Officer DSN 820-2681/2682,

C360-257-2681/2682. Base OPS DSN 820-2884/2885, C360-257-2884-2885. **MISC** Precision Approach

and Landing Systems Data Link frequency 313.3, TRN-28 Chan 18.

COMMUNICATIONS: ATIS 134.15 281.5① **APP/DEP CON** 118.2 285.65 (West) 120.7 270.8 (East)**TOWER** 127.9 340.2 **GND CON** 121.75 336.4 **CLNC DEL** 124.15 135.1 379.9**PRE TAXI CLNC** 124.15 135.1 380.0**PMSV METRO** 343.4 **BASE OPS** 350.1**AIRSPACE: CLASS C** svc ctc **APP CON**.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NUW.(H) **TACAN** NUW (113.8) Chan 85 N48°21.30' W122°39.71' at fld. 51/18E. **TACAN** unusable 133°-163°
byd 30 NM blo 4,000'.**ILS** 110.1 I-NUW Rwy 14. Unusable byd 3° W of course and byd 5° E of course due to lack of defined
glide path and clearance above path. **GS** unusable byd 5° left and 3° right of course.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** VFR advisory svc ctc **APP CON**. Pre-taxi clnc 135.1 used for pre taxi clnc at NUW,
124.15 on gnd clnc del at CLM—Port Angeles. Radar see Terminal FLIP for Radar Minima.**WILBUR** (2S8) 2 SW UTC-8(-7DT) N47°45.20' W118°44.64'

SEATTLE

L-13A

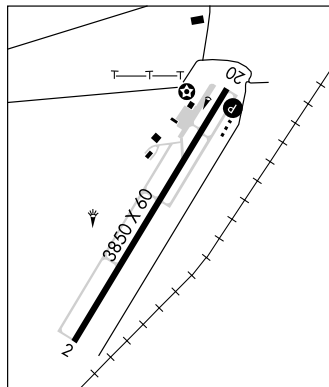
2183 B FUEL 100LL, JET A NOTAM FILE SEA

RWY 02-20: H3850X60 (ASPH) S-155 MIRL

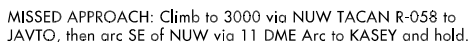
RWY 02: REIL. RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z. **ACTIVATE** MIRLRwy 02-20 and REIL Rwy 02 and Rwy 20 and PAPI Rwy 20 and
rotating bcn—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE EPH.**EPHRATA (H) VORTACW** 112.6 EPH Chan 73 N47°22.68'

W119°25.44' 030° 35.7 NM to fld. 1250/21E.



WHIDBEY ISLAND NAS (AULT FLD) (KNUW)



ACD/PAD

EMERG SAFE ALT 100 NM 16 500

EMERG SAFE ALT 100 NM 16,500

HOQUIAM

* Or as assigned

CATEGORY	C	D	E
S-7	460-1¼ 435 (500-1¼)	460-1½	435 (500-1½)
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 1 10210

HI-TACAN RWY 7

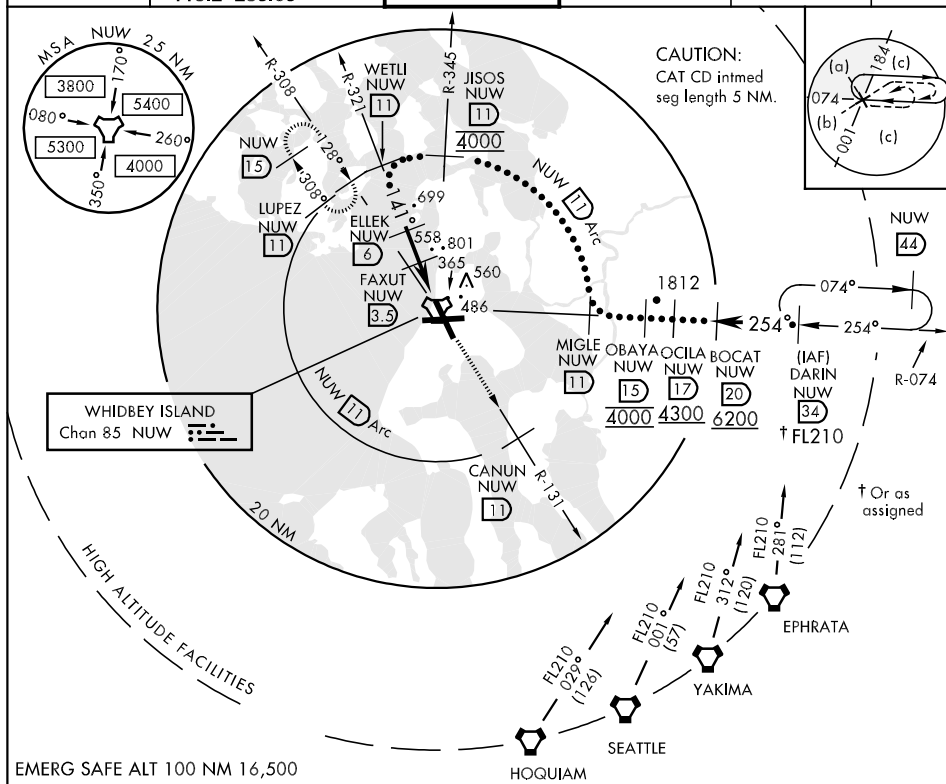
TACAN NUW Chan 85	APCH CRS 141°	Rwy Idg TDZE 39 Arpt Elev 47
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JAL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

V * When ALS inop, increase CAT CD vis to 1½ miles, CAT E to 1¾ miles.	ALSF-1 	MISSED APPROACH: Climb to 4000 via NUW TACAN R-131 to CANUN, then arc SW of NUW TACAN via 11 DME Arc to LUPEZ and hold.
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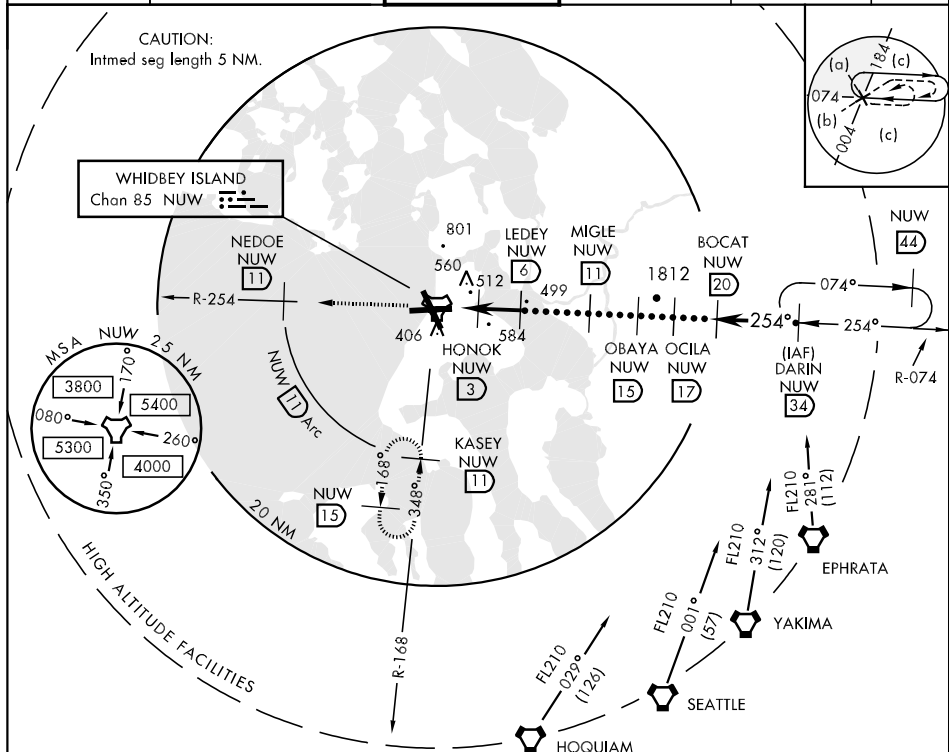
ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 EAST 118.2 285.65 WEST	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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WETLI R-321 3000 141° 1800 2.87° TCH 55			ELLEK 1020 FAXUT 1020 JOVPO 1020 TACAN			4000 NUW R-131 CANUN NUW NUW Arc ELEV 47 141° to TACAN TDZE 39 800 x 200 25 32 TWR 167		
CATEGORY C			CATEGORY D			CATEGORY E		
S-14 * 560-1 521 (600-1)			560-1¼ 521 (600-1¼)			REIL Rwy 7-25, 14-32 TDZ/CL Rwy 14-32 HIRL Rwy 7-25, 14-32		
CIRCLING 800-2¼ 753 (800-2¼)			860-2¾ 813 (900-2¾)			1120-3 1073 (1100-3)		

HI-TACAN RWY 23

TACAN NUW Chan 85	APCH CRS 254°	Rwy Idg 8000 TDZE 27 Arpt Elev 47	JAL-451 [USN]	WHIDBEY ISLAND NAS (AULT FLD) (KNUW)		
<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <p>* When ALS inop, increase CAT C vis to 2 miles, CAT D to 2 1/4 miles, CAT E to 2 1/2 miles.</p>			<div><div>ALSF-1</div><div><div>A1</div><div></div></div></div>		MISSED APPROACH: Climb to 3000 via NUW TACAN R-254 to NEDOE, then arc SW of NUW via 11 DME arc to KASEY and hold.	
ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 118.2 285.65	EAST WEST	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR



EMERG SAFE ALT 100 NM 16,500

CATEGORY	C	D	E
S-25 *	760-1½ 733 (800-1½)	760-1¾ 733 (800-1¾)	760-2 733 (800-2)
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

TACAN NUW Chan 85	APCH CRS 311°	Rwy ldg TDZE 47 Arpt Elev 47
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JAL-451 [USN]

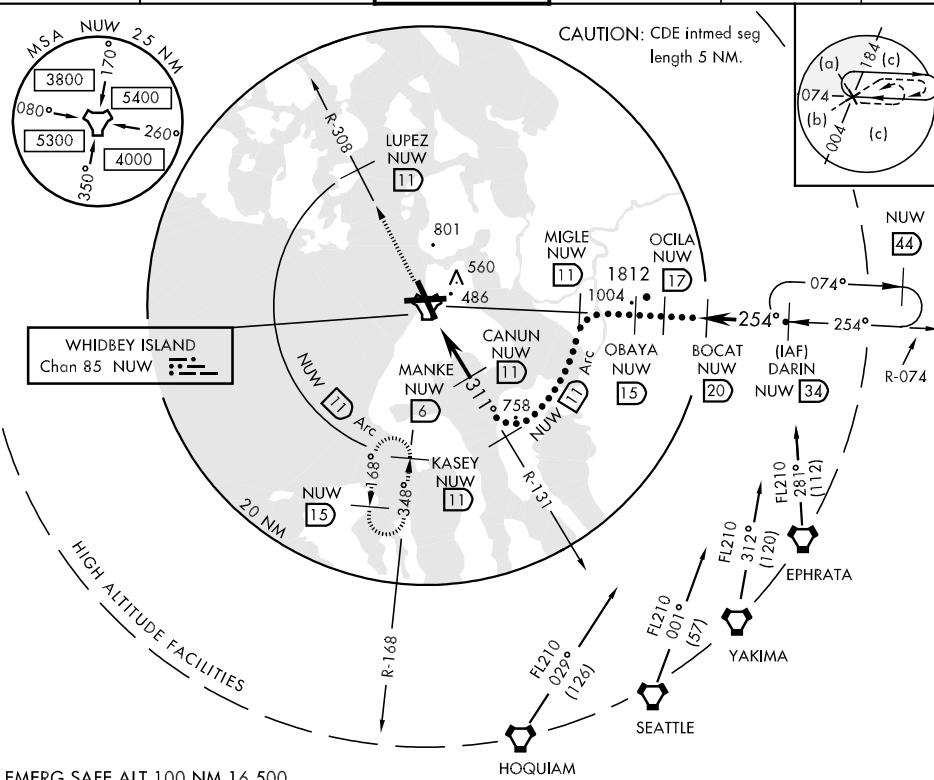
WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

▼ * When ALS inop, increase CAT C vis to 1¾ miles,
CAT D to 2 miles, CAT E to 2¼ miles.

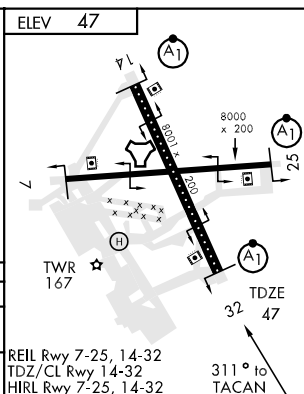


MISSED APPROACH: Climb to 3000 via NUW TACAN
R-308 to LUPEZ, then arc W of NUW via 11 DME Arc to
KASEY and hold.

ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 EAST 118.2 285.65 WEST	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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3000 NUW R-308	LUPEZ NUW 11	NUW 11 Arc	DARIN R-074 NUW 34
TACAN	NAVOE 1.3	MANKE 6	MIGLE BOBAYA 15
		CANUN R-131 11	OCILA 17
		R-074 11	BOCAT 20
		311° 3000 Arc	254° 6200
		1800	4300
		4.2 NM	6200
			3.17° TCH 55
			FL 210
			Or as assigned
CATEGORY	C	D	E
S-32*	660-1¼ 613 (700-1¼)	660-1½ 613 (700-1½)	660-1¾ 613 (700-1¾)
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)



LOC I-NUW 110.1	APCH CRS 137°	Rwy Idg TDZE 39 Arpt Elev 47
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AL-451 [USN]

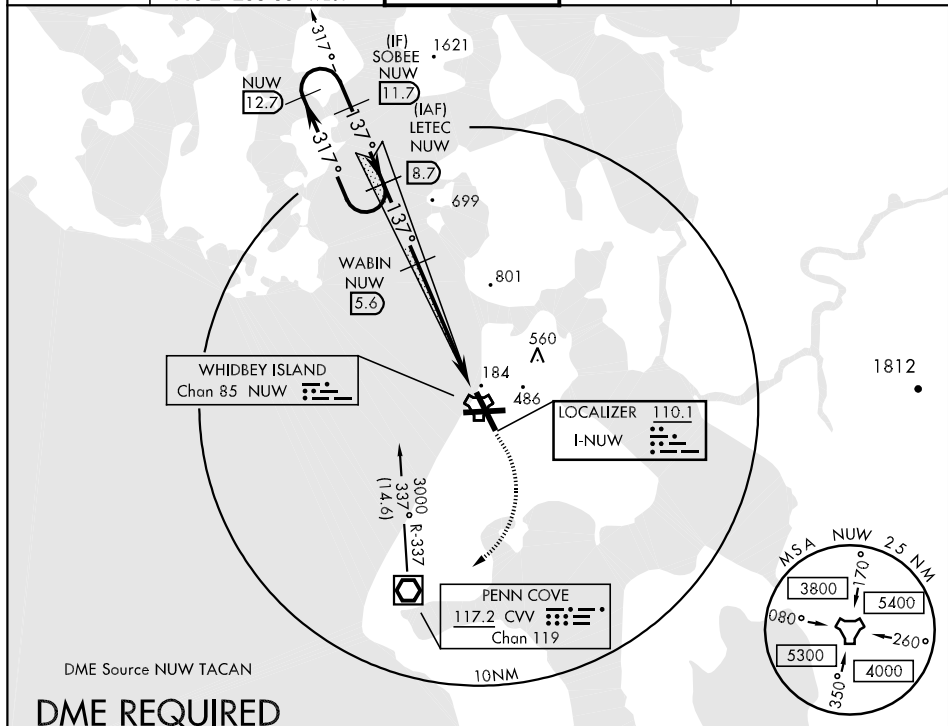
WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
 ** When ALS inop, increase CAT ABC vis to 1 mile,
 CAT DE to 1¼ miles.



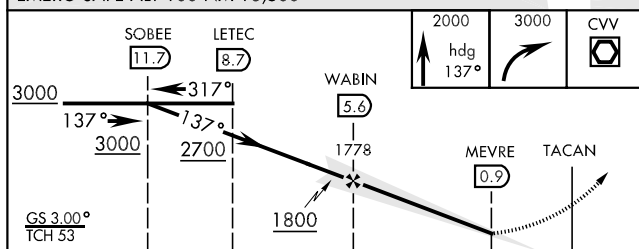
MISSED APPROACH: Climb to 2000 via hdg 137°, then
 climbing right turn to 3000, direct CVV VOR/DME, then
 via CVV R-337 to LETEC and hold.

ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 EAST 118.2 285.65 WEST	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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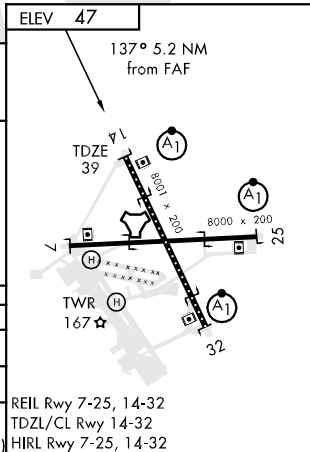


DME REQUIRED

EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
S-ILS 14 *	239-½ 200 (200-½)				
S-LOC 14 **	400-½ 361 (400-½) 400-¾ 361 (400-¾)				
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 073 (1100-3)



PENN COVE TWO DEPARTURE (CVV2.CVV)

OAK HARBOR, WASHINGTON

ATIS 134.15 281.5
 CLNC DEL
 135.1 379.9
 GND CON
 121.75 336.4
 WHIDBEY TOWER
 127.9 340.2
 WHIDBEY DEP CON
 120.7 270.8 EAST
 118.2 285.65 WEST

JAL-451 [USN]

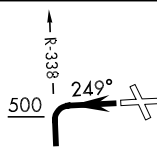
Rwy	Knots	60	120	180	240
25	⊙	V/V(fpm)	230	460	690
25	Ⓟ	V/V(fpm)	270	540	810
			1080		

ATC Climb Rate

⊙ to 2000

Ⓟ DIGGN transition only to 7000

PENN COVE
 117.2 CVV
 Chan 119



2000

R-166

(181)

66°

2337

925
 Δ

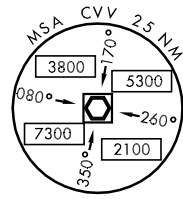
DIGGN
L-1

7000

118°
(27)

PAINE
 110.6 PAE
 Chan 43
 L-1, H-1

3000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 25: Climb to 500 feet on heading 249°. Then climbing left turn to intercept CVV VOR/DME R-338 to CVV. Cross CVV at or above 2000 feet. Thence....

....Via assigned transition or fly heading 158° and expect vectors to join assigned route.

DIGGN TRANSITION (CVV2.DIGGN): Via CVV R-166 to DIGGN, cross DIGGN at or above 7000 feet.

PAINE TRANSITION (CVV2.PAE): Via CVV R-118 to PAE VOR/DME. Cross PAE VOR/DME at or above 3000 feet.

WAAS
Chan **50004**
W14A

APCH CRS
137°

Rwy Idg **8001**
TDZE **39**
Arpt Elev **47**

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

▼ * When ALS inop, increase CAT ABCD vis to $\frac{3}{4}$ mile.

** When ALS inop, increase CAT AB vis to 1 mile,
CAT C to $1\frac{1}{4}$ miles, CAT D to $1\frac{1}{2}$ miles.



MISSED APPROACH: Climb to 2000, then climbing
right turn to 3500 direct SOBEE and hold.

ATIS
134.15 281.5

WHIDBEY APP CON
120.7 270.8 EAST
118.2 285.65 WEST

WHIDBEY TOWER
127.9 340.2

GND CON
121.75 336.4

CLNC DEL
135.1 379.9

ASR/PAR

*** When ALS inop, increase CAT ABCD vis to $1\frac{3}{4}$ miles.

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C(5°F) or above 39°C(102°F)
DME/DME RNP-0.3 NA.

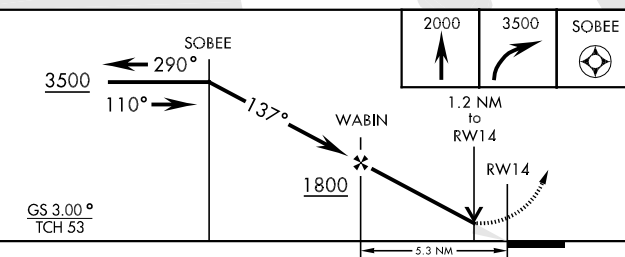
Max speed from SOBEE to WABIN 240 KIAS

4338

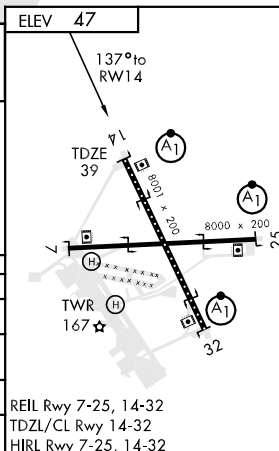


PENN COVE

EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D
LPV DA *	239- $\frac{1}{2}$		200	(200- $\frac{1}{2}$)
LNAV MDA **	480- $\frac{1}{2}$	441 (500- $\frac{1}{2}$)	480- $\frac{3}{4}$ 441 (500- $\frac{3}{4}$)	480-1 441 (500-1)
LNAV/VNAV DA ***	529- $1\frac{1}{4}$		490	(500- $1\frac{1}{4}$)
CIRCLING	740- $1\frac{3}{4}$ 693 (700- $1\frac{3}{4}$)	800- $1\frac{3}{4}$ 753 (800- $1\frac{3}{4}$)	800- $2\frac{1}{4}$ 753 (800- $2\frac{1}{4}$)	860- $2\frac{3}{4}$ 813 (900- $2\frac{3}{4}$)



REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

WAAS Chan 44487 W25A	APCH CRS 249°	Rwy Idg 8000 TDZE 27 Arpt Elev 47
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AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)



* When ALS inop, increase CAT ABCD vis to ¾ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile,
 CAT C to 1½ miles, CAT D to 1¾ miles.



MISSED APPROACH: Climb to 2000, then climbing left
 turn to 3000 direct KASEY and hold.

ATIS 134.15 281.5

WHIDBEY APP CON 120.7 270.8 EAST 118.2 285.65 WEST
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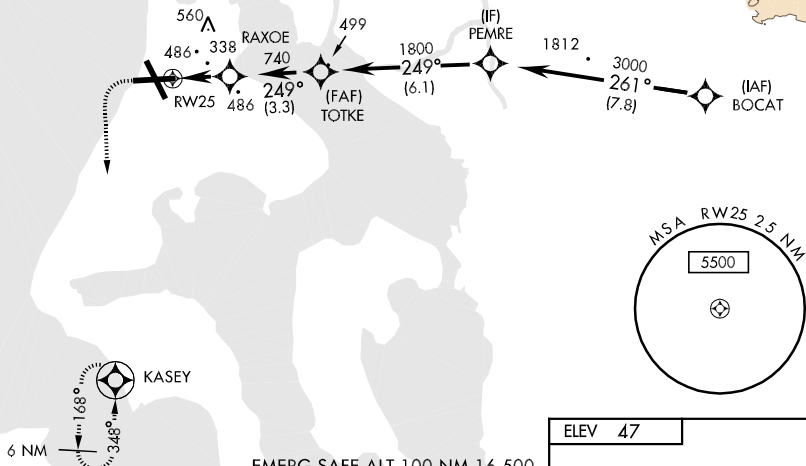
WHIDBEY TOWER 127.9 340.2

GND CON 121.75 336.4

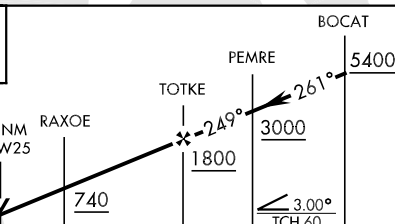
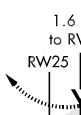
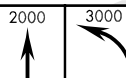
CLNC DEL 135.1 379.9

ASR/PAR

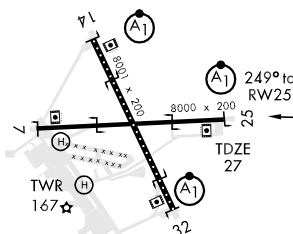
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 16,500



ELEV 47



REIL Rwy 7-25, 14-32
 TDZL/CL Rwy 14-32
 HIRL Rwy 7-25, 14-32

TACAN NUW Chan 85	APCH CRS 058°	Rwy Idg TDZE 25 Arpt Elev 47
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AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)



MISSED APPROACH: Climb to 3000 via NUW TACAN R-058 to JAVTO, then arc SE of NUW via 11 DME Arc to KASEY and hold.

ATIS 134.15 281.5

WHIDBEY APP CON 120.7 270.8	EAST 118.2 285.65	WEST
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WHIDBEY TOWER 127.9 340.2

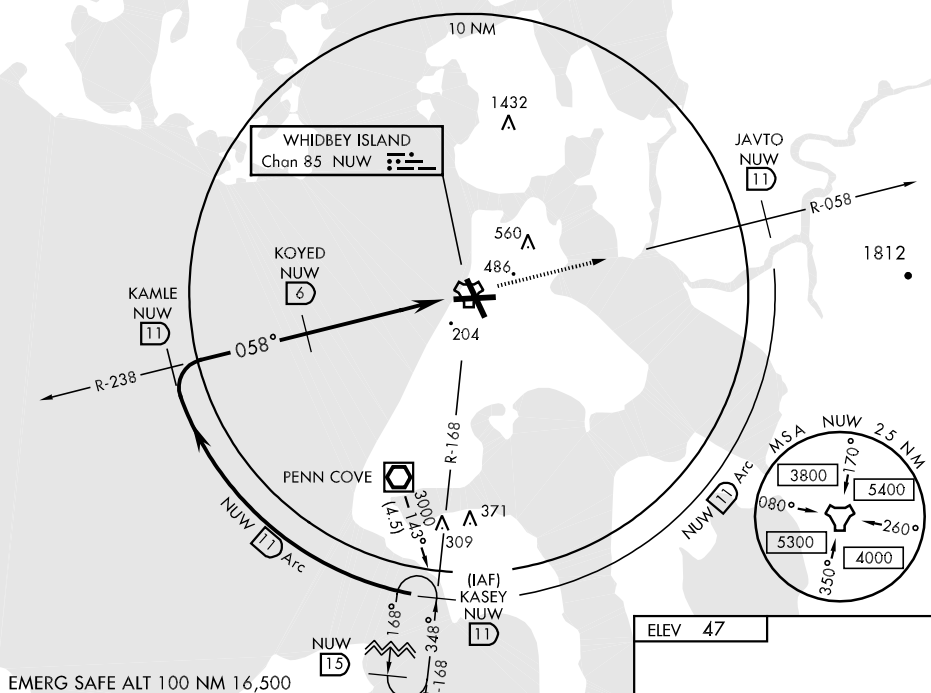
GND CON 121.75 336.4

CLNC DEL 135.1 379.9

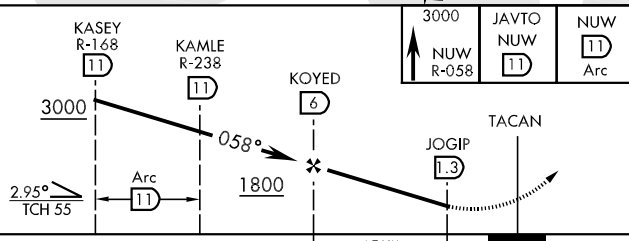
ASR/PAR

CAUTION:

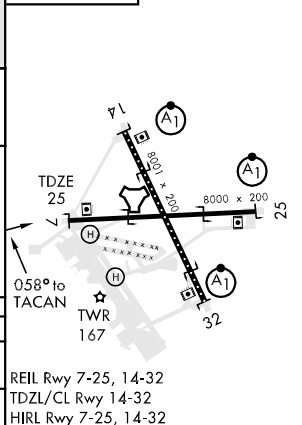
CAT CD intmed seg length 5 NM



EMERG SAFE ALT 100 NM 16,500



ELEV 47



CATEGORY	A	B	C	D
S-7	460-1	435 (500-1)	460-1½ 435 (500-1½)	460-1½ 435 (500-1½)
CIRCLING	740-1 693 (700-1)	800-1½ 753 (800-1½)	800-2½ 753 (800-2½)	860-2¾ 813 (900-2¾)

REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

TACAN NUW	APCH CRS	Rwy Idg	8001
Chan 85	141°	TDZE	39
		Arpt Elev	47

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

T *When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via NUW TACAN R-131 to CANUN, then arc SW of NUW via 11 DME Arc to LUPEZ and hold.

ATIS
134.15 281.5

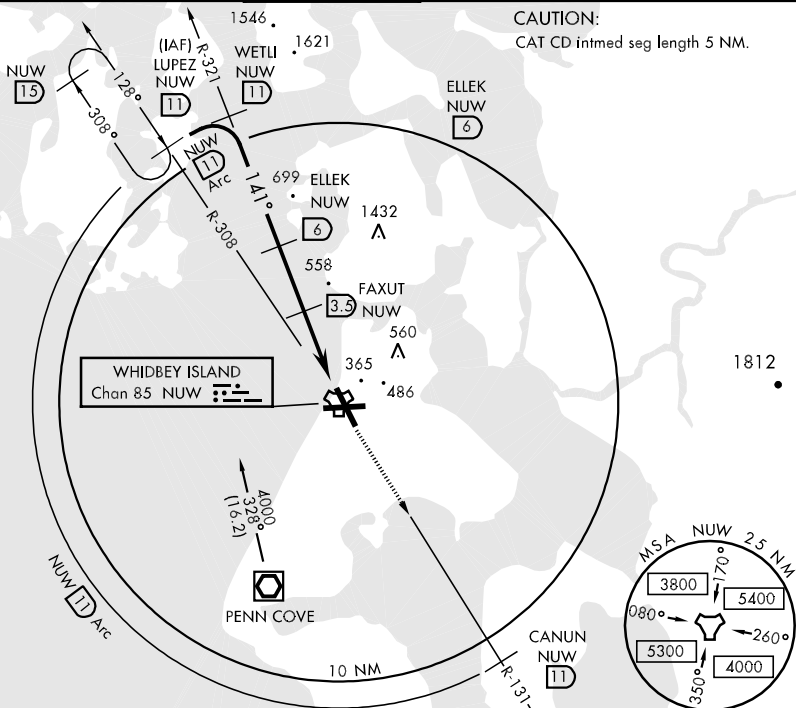
WHIDBEY APP CON		
120.7	270.8	EAST
118.2	285.65	WEST

WHIDBEY TOWER
127.9 340.2

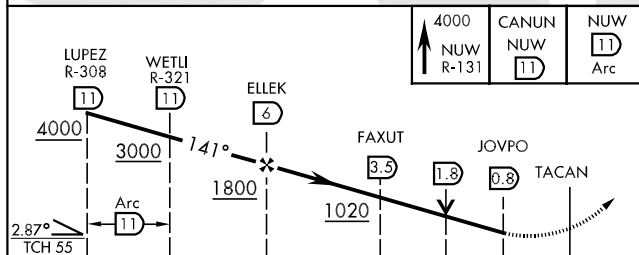
GND CON
121.75 336.4

CLNC DEL
135.1 379

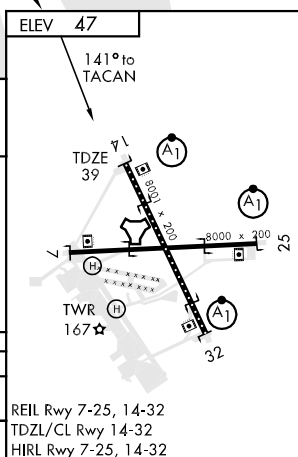
ASR/PAR



EMERG SAFE ALT 100 NM 16.500



CATEGORY	A	B	C	D
S-14*	560-1/2	521 (600-1/2)	560-1 521 (600-1)	560-1 1/4 521 (600-1 1/4)
CIRCLING	740-1 693 (700-1)	800-1 1/4 753 (800-1 1/4)	800-2 1/4 753 (800-2 1/4)	860-2 3/4 813 (900-2 3/4)



OAK HARBOR, WASHINGTON

48°21'N-122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 1 10210

TACAN RWY 14

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

TACAN NUW Chan 85	APCH CRS 254°	Rwy Idg TDZE Arpt Elev 8000 27 47
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AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)



* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 2 miles, CAT D to 2 1/4 miles.



MISSED APPROACH: Climb to 3000 via NUW TACAN R-254 to NEDOE, then arc SW of NUW via 11 DME Arc to KASEY and hold.

ATIS 134.15 281.5

WHIDBEY APP CON 120.7 270.8 EAST 118.2 285.65 WEST
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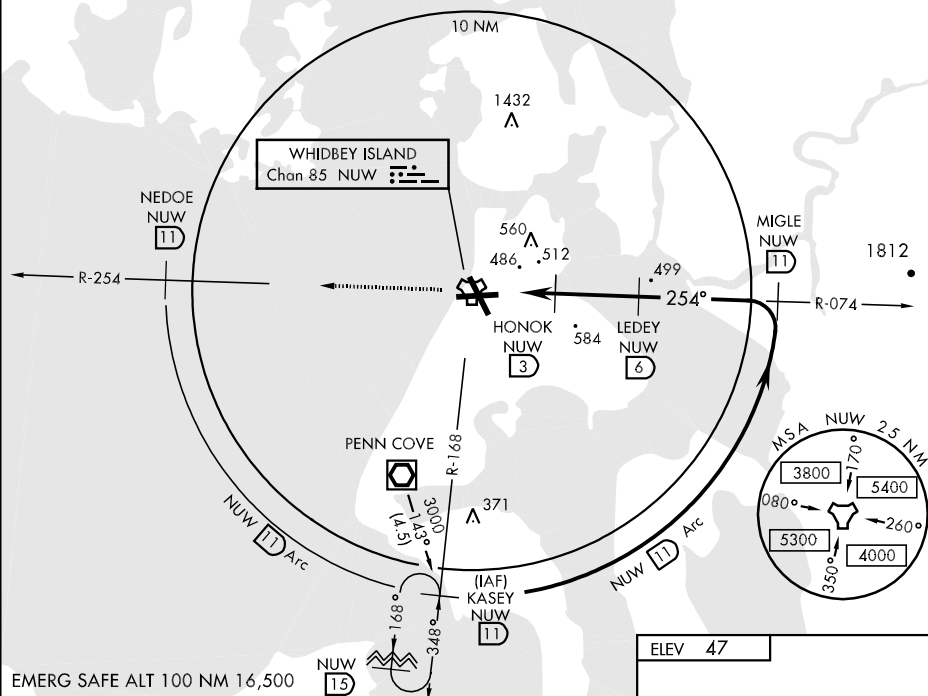
WHIDBEY TOWER 127.9 340.2

GND CON 121.75 336.4

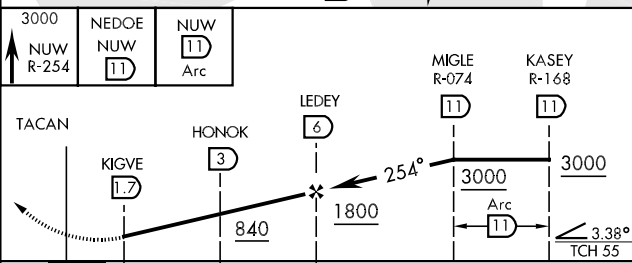
CLNC DEL 135.1 379.9

ASR/PAR

CAUTION: CAT CD intmed
seg length 5 NM.

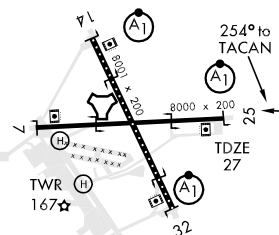


EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D
S-25 *	760-1/2 733 (800-1/2)	760-1 733 (800-1)	760-1 1/2 733 (800-1 1/2)	760-1 3/4 733 (800-1 3/4)
CIRCLING	760-1 713 (800-1)	800-1 1/4 753 (800-1 1/4)	800-2 1/4 753 (800-2 1/4)	860-2 3/4 813 (900-2 3/4)

ELEV 47



REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

TACAN NUW Chan 85	APCH CRS 311°	Rwy Idg 8001	TDZE 47
		Arpt Elev 47	

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 2 miles.

ALSF-1
A1

MISSED APPROACH: Climb to 3000 via NUW TACAN R-308 to LUPEZ, then Arc SW of NUW via 11 DME Arc to KASEY and hold.

ATIS
134.15 281.5

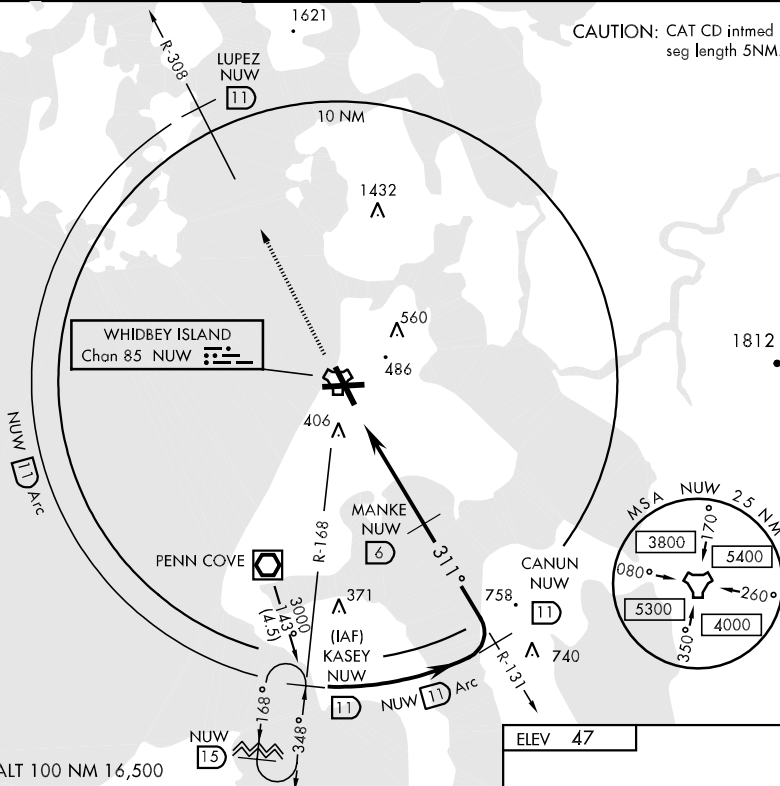
WHIDBEY APP CON
120.7 270.8 EAST
118.2 285.65 WEST

WHIDBEY TOWER
127.9 340.2

GND CON
121.75 336.4

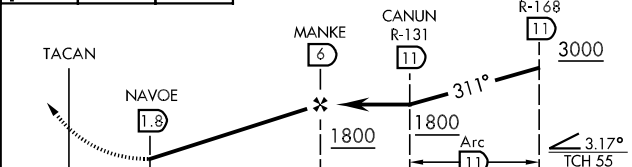
CLNC DEL
135.1 379.9

ASR/PAR

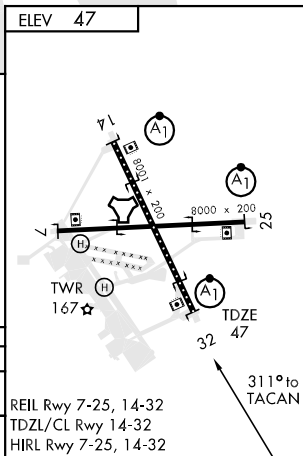


EMERG SAFE ALT 100 NM 16,500

3000 NUW R-308	LUPEZ NUW 11	NUW Arc
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CATEGORY	A	B	C	D
S-32*	660-½ 613 (700-½)		660-1¼ 613 (700-1¼)	660-1½ 613 (700-1½)
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)



NOLLA N47°37.95' W122°23.37'. NOTAM FILE BFI.
NDB (LOM) 362 BF 130° 7.1 NM to Boeing Fld/King Co Intl.

SEATTLE
L-1D

OAK HARBOR

AJ EISENBERG (OKH) 3 SW UTC-8(-7DT) N48°15.09' W122°40.42'

SEATTLE
L-1E
IAP

193 B S2 **FUEL** 100LL, MOGAS NOTAM FILE 76S

Rwy 07-25: H3265X25 (ASPH) S-5 LIRL (NSTD) 1.6% up E

Rwy 07: PAPI(P2L)—GA 4.5°. Thld dsplcd 507'. Fence. Rgt tfc.

Rwy 25: PAPI(P2L)—GA 4.5°. Trees.

AIRPORT REMARKS: Unattended. Rwy 07-25 NSTD LIRL only W 2620' rwy lgtd. Rwy 07-25 severely cracked, spalling in some areas. PPR for Ultralights and Gliders ctc arpt manager phone 360-929-6802 or 1-866-429-2132. ACTIVATE NSTD LIRL Rwy 07-25—CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.

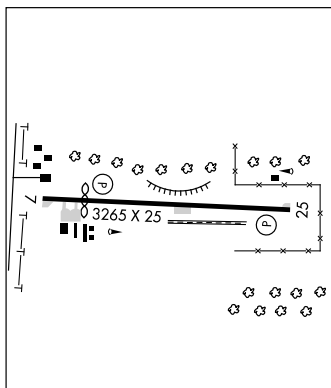
WEATHER DATA SOURCES AWOS-3 132.775 (360) 675-8431

COMMUNICATIONS: CTAF/UNICOM 122.8 ATIS 134.15 (Thru Whidbey Island NAS/Ault Fld)

Ⓡ **WHIDBEY APP/DEP CON** 118.2

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

PENN COVE (L) VORW/DME 117.2 CVV Chan 119 N48°14.68' W122°43.47' 060° 2.1 NM to fld. 200/19E.



OCEAN SHORES N47°00.49' W124°09.33'

SEATTLE
L-1D

RCO 122.4 (SEATTLE RADIO)

OCEAN SHORES MUNI (W04) 2 NE UTC-8(-7DT) N46°59.95' W124°08.54'

SEATTLE
L-1D

15 B NOTAM FILE SEA

Rwy 15-33 H3100X50 (ASPH) S-12.5 MIRL

Rwy 15: PAPI(P2L)—GA 3.0° TCH 40'.

Rwy 33: PAPI(P2L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Seabirds in safety and taxi areas and adjacent wetland. Rwy 15-33 has asph 50' wide with 12.5' grvl shoulders. Parking ramp loose gravel on surface. MIRL OTS indef. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—122.8.

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (SEATTLE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.

HQWAM (H) VORTACW 117.7 HQM Chan 124 N46°56.82' W124°08.96' 346° 3.1 NM to fld. 10/19E. HIWAS.

ODESSA MUNI (43D) 1 N UTC-8(-7DT) N47°20.85' W118°40.63'

SEATTLE
L-1A

1737 B NOTAM FILE SEA

Rwy 02-20: H3125X60 (ASPH) S-5 MIRL

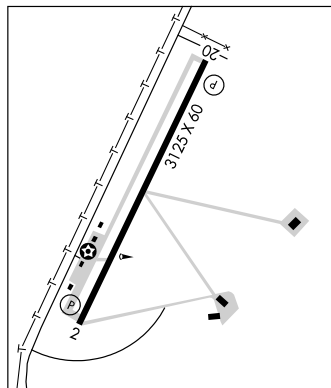
Rwy 02: PAPI(P2L). **Rwy 20:** PAPI(P2L). Brush.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and rotating bcn—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68' W119°25.44' 072° 30.5 NM to fld. 1250/21E.



APP CRS 071°	Rwy Idg TDZE Apt Elev	2758 193 193
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RNAV (GPS) RWY 7
OAK HARBOR/AJ EISENBERG (OKH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ Circling north of Rwy 7-25 NA at night.
ASR When local altimeter setting not received, use Whidbey Island
 NAS altimeter setting and increase all MDAs 40 feet.

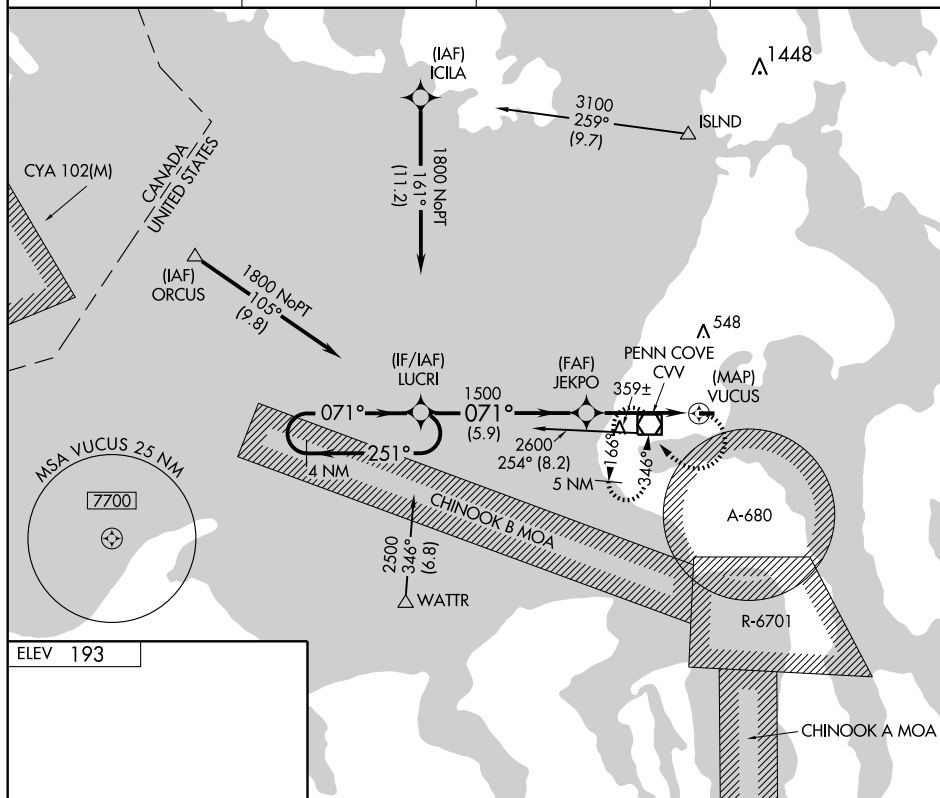
MISSED APPROACH: Climbing right turn to 3400 direct CVV VOR/DME and hold, continue climb-in-hold to 3400.

AWOS-3
132.775

WHIDBEY ATIS
134.15 281.5

WHIDBEY APP CON
118.2 285.65

UNICOM
122.8 (CTAF) **L**



ELEV 193

LIRL Rwy 7-25 **L**

OAK HARBOR, WASHINGTON

Amdt 2C 10042

4 NM
Holding Pattern

LUCRI

JEKPC

3400

CW

1800

071° →

[illegible]

VUCUS



CATEGORY	DESCRIPTION	AMOUNT	DATE
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100

A

5

INAV MD

620-1 427 (500-1)

NA

CIRCLING

620-1	660-1
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NA

OAK HARBOR/AJ EISENBERG (OKH)

RNAV (GPS) RWY 7

48°15'N-122°40'W

NW-1. 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-645 (FAA)

OLYMPIA RGNL (OLM)
OLYMPIA, WASHINGTON

ATIS
135.725
OLYMPIA TOWER ★
124.4 254.25
GND CON
121.6

RWY 08-26
S-30
RWY 17-35
S-75, D-94, 2S-87, 2D-142

AIR CARRIER
TERMINAL

APPROACH
HOLD LINE

ELEV
197

ILS
HOLD LINE

HANGAR

FBO
TRANSIENT TIEDOWNS

MUSEUM

AIRPORT OFFICE

FBO

HANGARS

FBO

HANGARS

ELEV
204

46° 58.5'N

CONTROL
TOWER

ELEV
194

086.8°

5501 X 150

4157 X 150

FIELD
ELEV
209

266.8°

46° 58.0'N

358±

ELEV 35
203

354.4°



JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

122° 54.5'W

122° 54.0'W

122° 53.5'W

AIRPORT DIAGRAM

OLYMPIA, WASHINGTON
OLYMPIA RGNL (OLM)

10210

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

OKANOGAN LEGION (S35) 1 E UTC-8(-7DT) N48°21.72' W119°34.05'

SEATTLE
L-13A

1042 B S2 FUEL 100LL NOTAM FILE SEA

RWY 04-22: H2533X36 (ASPH) S-6 MIRL

RWY 22: Rgt tfc.

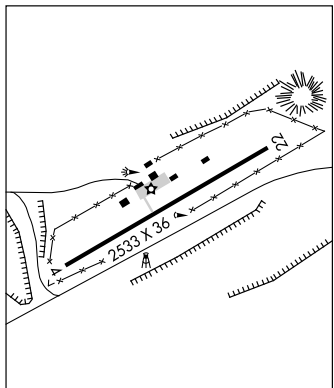
AIRPORT REMARKS: Unattended. Fuel by request, call 509-429-2597, 206-915-4433, 509-422-3071, 509-322-4710. ACTIVATE MIRL Rwy 04-22 CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 281° 91.7 NM to fld. 2756/21E. HIWAS.



OLYMPIA

HOSKINS FLD (44T) 5 SE UTC-8(-7DT) N46°59.56' W122°49.66'

SEATTLE

213 NOTAM FILE SEA

RWY 07-25: 2015X116 (TURF)

RWY 07: Trees. RWY 25: Trees.

AIRPORT REMARKS: Unattended. No helicopters. No ultralights. Noise abatement procedures in effect; call arpt manager 360-491-6723. Geese and ducks on and in/ov arpt. Mole hills west end. Recommend land Rwy 07, depart 25 when wind condition permits. Rwy 07-25 no line of sight between rwy ends.

COMMUNICATIONS: CTAF 122.9

OLYMPIA RGNL (OLM) 4 S UTC-8(-7DT) N46°58.16' W122°54.15'

SEATTLE

209 B S4 FUEL 80, 100, 100LL, JET A OX 1, 3, 4 LRA NOTAM FILE OLM

H-1B, L-1D

RWY 17-35: H5501X150 (ASPH-GRVD) S-75, D-94, 2S-87, 2D-142 HIRL

IAP, AD

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 54'. Rgt tfc.

RWY 08-26: H4157X150 (ASPH) S-30

RWY 08: Rgt tfc. RWY 26: Tree.

AIRPORT REMARKS: Attended 1600-0200Z†. Twy lgts on Twy W, Twy A, Twy G, Twy L and Twy B. When twr clsd ACTIVATE HIRL Rwy 17-35, MALSR Rwy 17, PAPI Rwy 17 and Rwy 35, REIL Rwy 35, twy lgts and directional signage—CTAF. Landing fee.

WEATHER DATA SOURCES: ASOS 135.725 (360) 943-1278. HIWAS 113.4 OLM.

COMMUNICATIONS: CTAF 124.4 ATIS 135.725 UNICOM 122.95

Ⓡ SEATTLE APP/DEP CON 121.1

TOWER 124.4 (1600-0400Z†) GND CON 121.6

AIRSPACE: CLASS D svc 1600-0400Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

(H) VORTACW 113.4 OLM Chan 81 N46°58.30'

W122°54.11' at fld. 200/19E. HIWAS.

DME unusable:

223°-258° byd 20 NM blo 4,100'

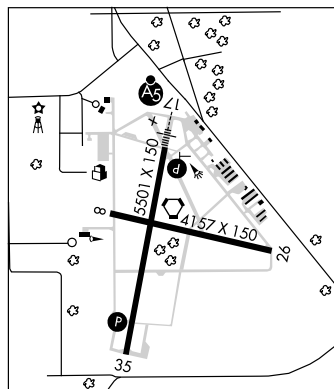
258°-283° byd 30 NM blo 4,100'

358°-043° byd 10 NM blo 6,000'

358°-043° byd 20 NM blo 7,000'

ILS 111.9 I-OLM Rwy 17. Unmonitored during hours twr closed. LOC unusable byd 25° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



LOC I-OLM 111.9	APP CRS 172°	Rwy Idg TDZE Apt Elev	5501 207 209
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ILS or LOC RWY 17

OLYMPIA RGNL (OLM)

⚠ DME or RADAR required. When local altimeter setting not received, use Sanderson Field altimeter setting and increase all DA 53 feet and all MDA 60 feet, and increase circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Sanderson Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

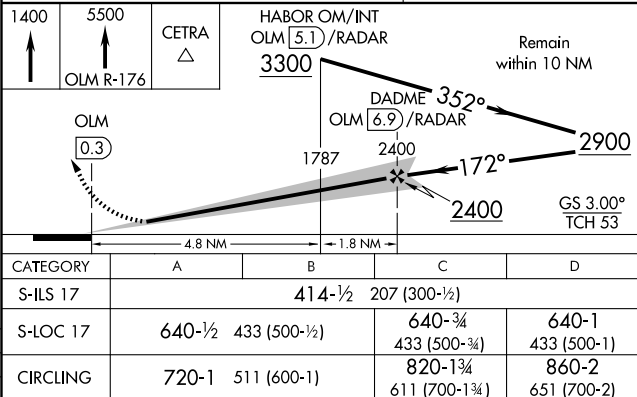
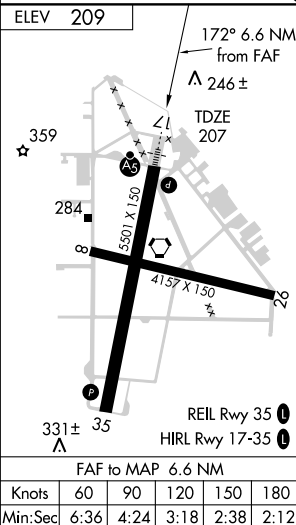
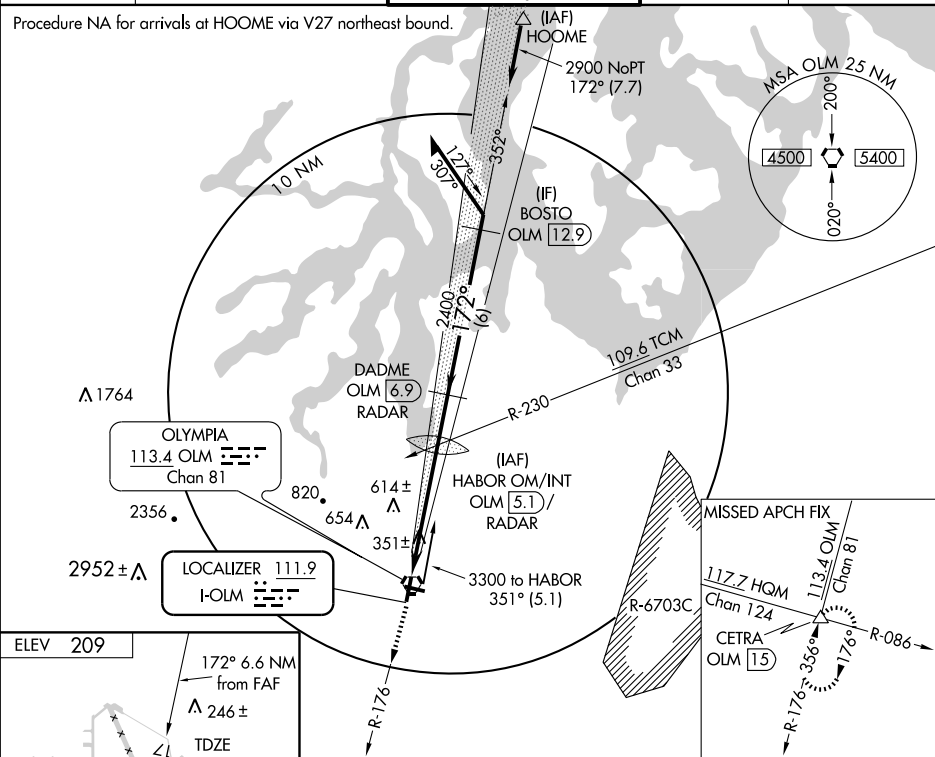
MALSR



MISSED APPROACH: Climb to 1400, then continue climb to 5500 via OLM VORTAC R-176 to CETRA INT/OLM VORTAC 1.5 DME and hold, continue climb-in-hold to 5500.

ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER* 124.4 (CTAF) 0 254.25	GND CON 121.6	UNICOM 122.95
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Procedure NA for arrivals at HOOME via V27 northeast bound.



WAAS CH 45599 W17A	APP CRS 172°	Rwy Idg TDZE 207 Apt Elev 209	5501
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RNAV (GPS) RWY 17

OLYMPIA RGNL (OLM)

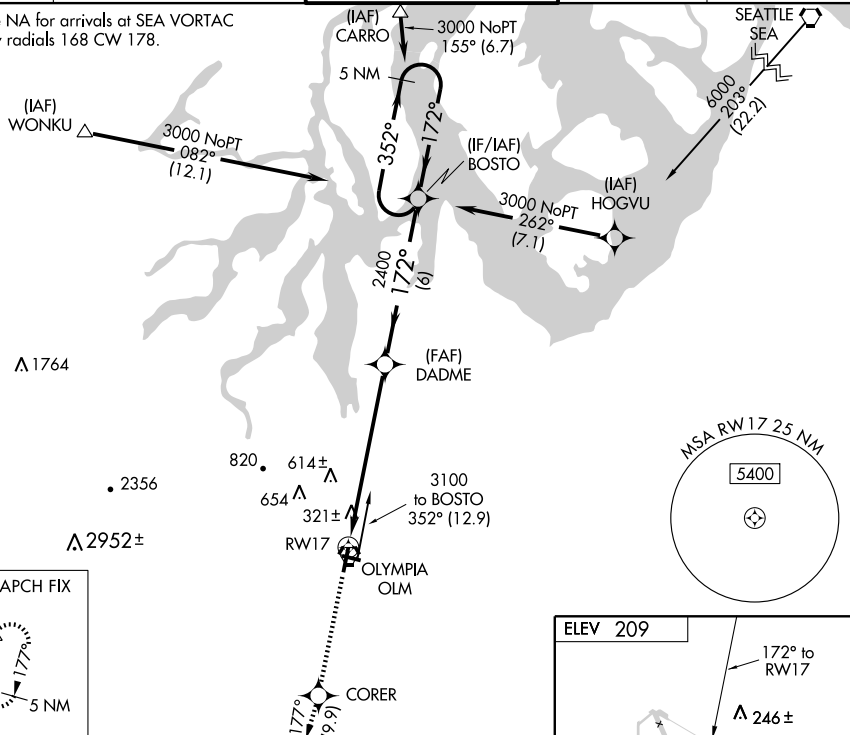
▽ DME/DME RNP-0.3 NA. For inoperative MALS, increase LPV visibility all Cats to 1 ¼.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Sanderson Field altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LPV and LNAV/VNAV visibility all Cats, LNAV Cats C/D and circling visibility Cats C/D ¼ mile. VDP and Baro-VNAV NA when using Sanderson Field altimeter setting.



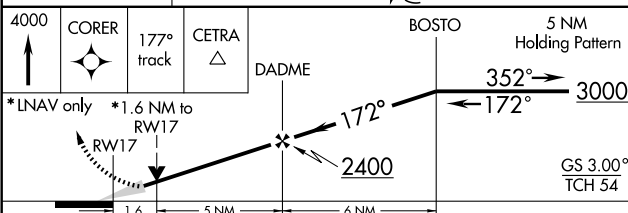
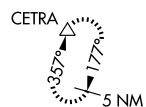
MISSED APPROACH: Climb to 4000 direct CORER and via 177° track to CETRA and hold, continue climb-in-hold to 4000.

ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER* 124.4 (CTAF) 0 254.25	GND CON 121.6	UNICOM 122.95
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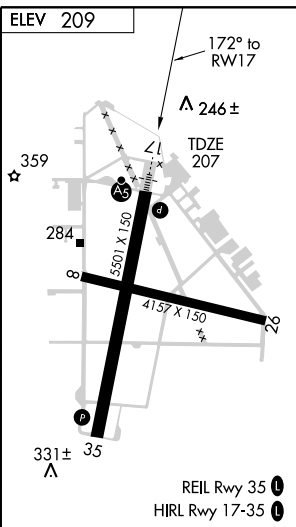
Procedure NA for arrivals at SEA VORTAC on airway radials 168 CW 178.



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	590-¾ 383 (400-¾)			
LNAV/VNAV DA	636-1 429 (500-1)			
LNAV MDA	760-½ 553 (600-½)		760-1 553 (600-1)	760-1¼ 553 (600-1¼)
CIRCLING	760-1 551 (600-1)		820-1¾ 611 (700-1¾)	860-2 651 (700-2)



APP CRS **352°**
 Rwy Idg **5501**
 TDZE **208**
 Apt Elev **209**

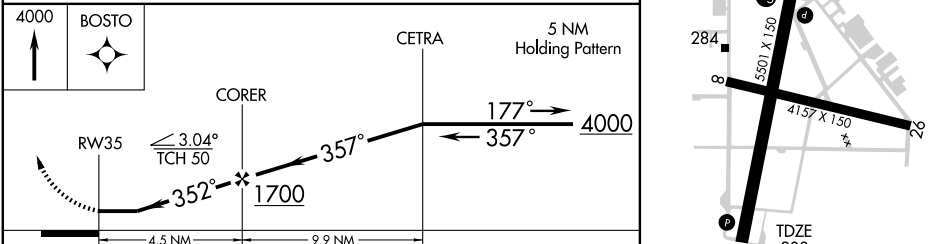
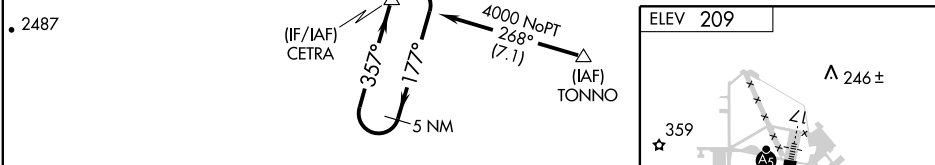
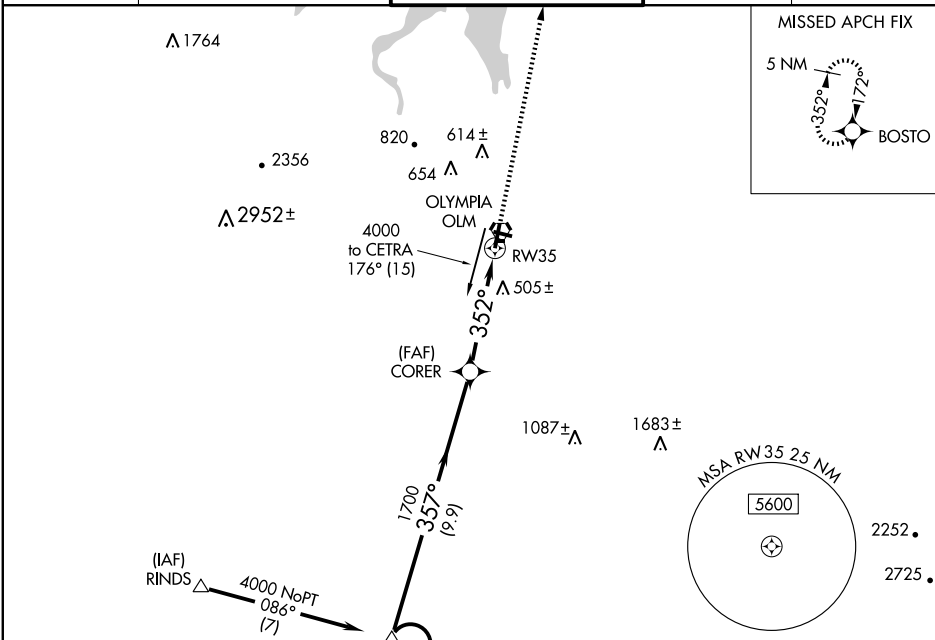
RNAV (GPS) RWY 35

OLYMPIA RGNL (OLM)

⚠ When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDAs 60 feet; increase visibility LNAV Cats C/D ¼ mile and circling Cat D ½ mile.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct BOSTO and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	OLYMPIA TOWER★	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) 0 254.25	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	760-1	552 (600-1)	760-1½ 552 (600-1½)	760-1¾ 552 (600-1¾)
CIRCLING	760-1	551 (600-1)	820-1¾ 611 (700-1¾)	860-2 651 (700-2)

VORTAC OLM 113.4 Chan 81	APP CRS 171°	Rwy Idg TDZE Apt Elev	N/A N/A 209
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VOR-A
OLYMPIA RGNL (OLM)

T When local altimeter setting not received, use Sanderson
A Field altimeter setting and increase all MDA 60 feet.
DME or RADAR required.

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct OLM VORTAC and hold, continue climb-in-hold to 4000.

ATIS
135.725

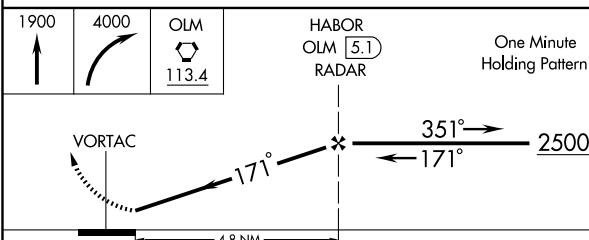
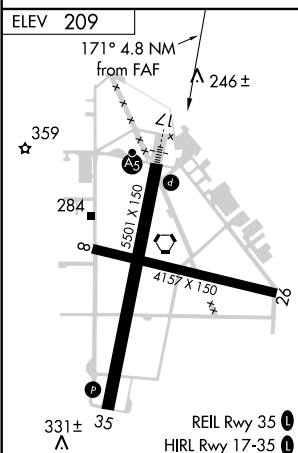
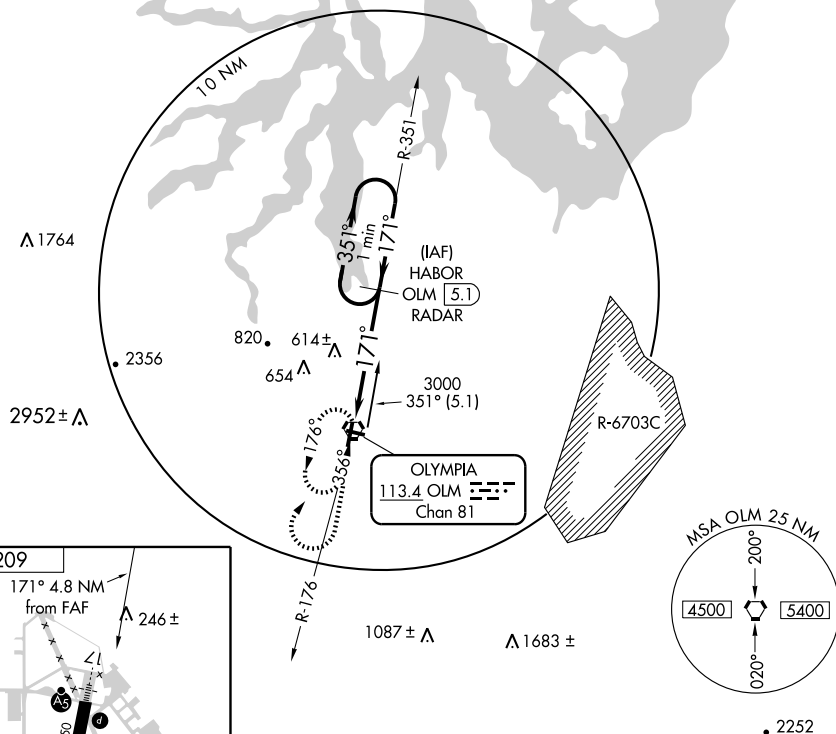
SEATTLE APP CON
121.1 290.9

OLYMPIA TOWER★
124.4 (CTAF) **1** 254.25

GND CON
121.6

UNICOM
122.95

DME or RADAR REQUIRED



FAF to MAP 4.8 NM						CATEGORY	A		B		C		D	
Knots	60	90	120	150	180	CIRCLING	880-1 671 (700-1)				880-2 671 (700-2)		880-2¼ 671 (700-2¼)	
Min:Sec	4:48	3:12	2:24	1:55	1:36									

OLYMPIA, WASHINGTON

Amdt 1A 09155

OLYMPIA RGNL (OLM)

VOR-A

46°58'N - 122°54'W

NW-1. 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC OLM 113.4 Chan 81	APP CRS 356°	Rwy Idg TDZE 208 Apt Elev 209
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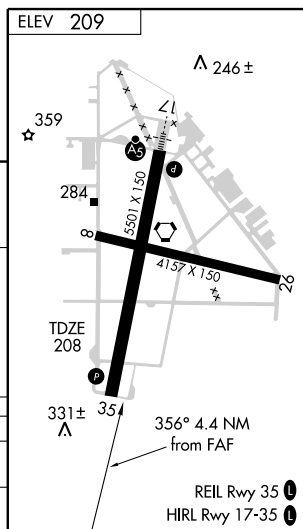
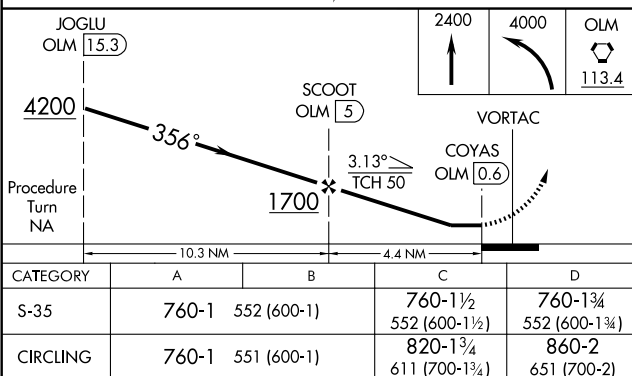
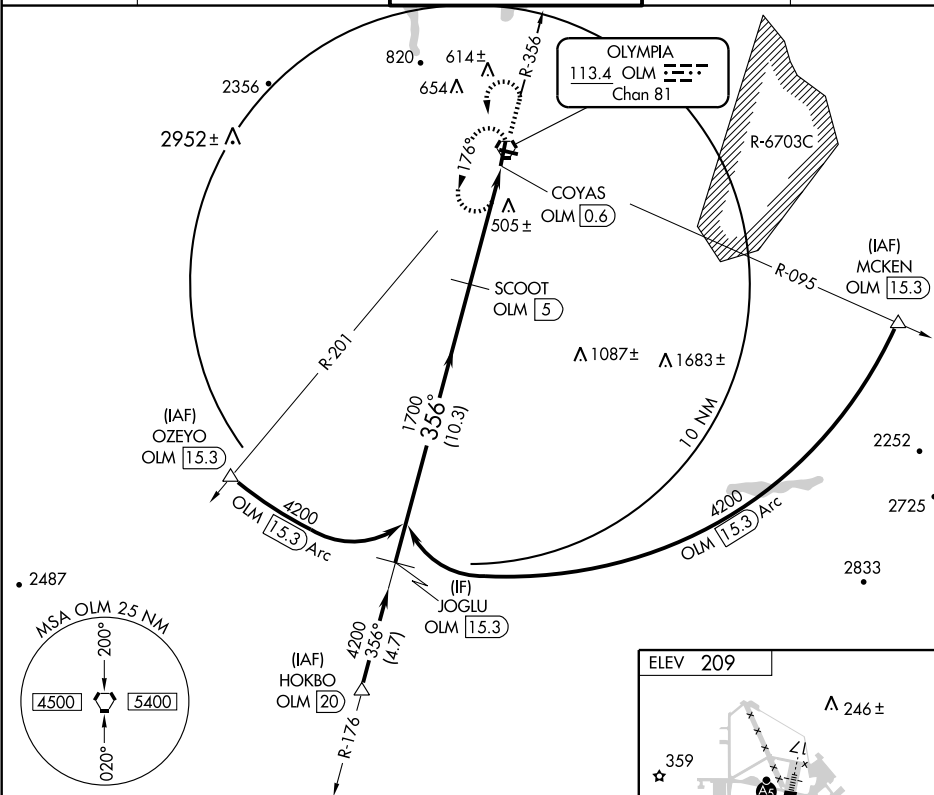
VOR/DME RWY 35

OLYMPIA RGNL (OLM)

When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDAs 60 feet; increase visibility S-35 Cats C/D ¼ mile and circling Cat D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400, then climbing left turn to 4000 direct OLM VORTAC and hold, continue climb-in-hold to 4000.

ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER* 124.4 (CTAF) 254.25	GND CON 121.6	UNICOM 122.95
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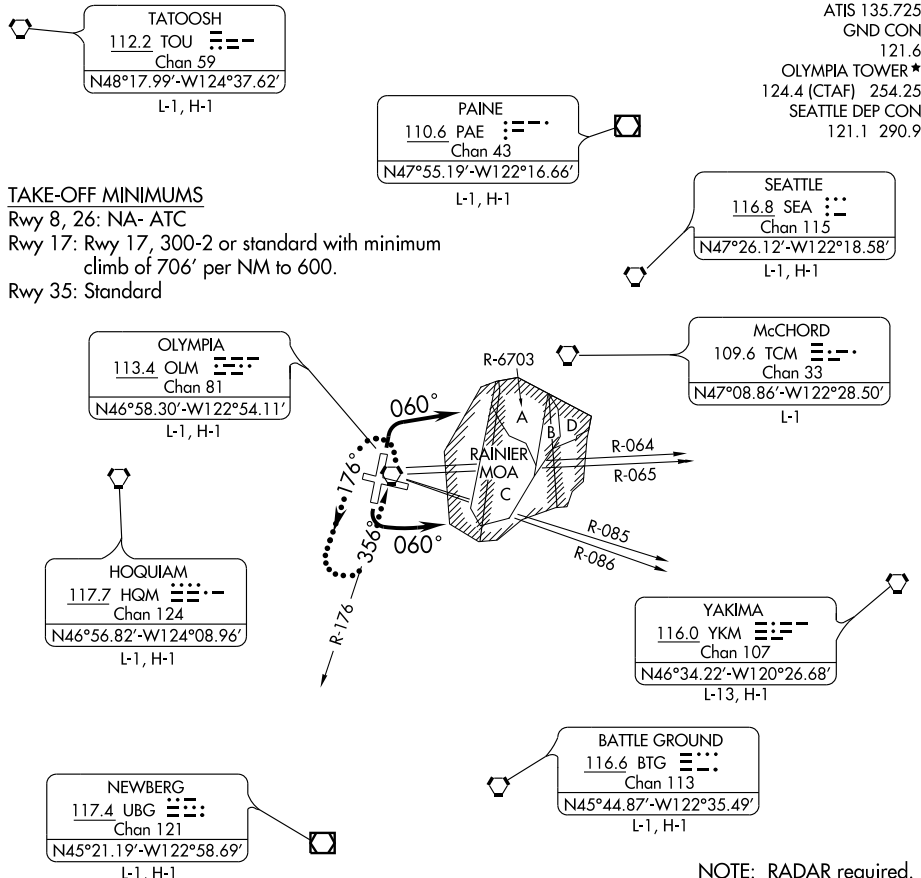


YELM TWO DEPARTURE

(YELM2.YELM) 10210

SL-645 (FAA)

OLYMPIA RGNL (OLM)
OLYMPIA, WASHINGTON



TAKE-OFF MINIMUMS

Rwy 8, 26: NA- ATC

Rwy 17: Rwy 17, 300-2 or standard with minimum climb of 706' per NM to 600.

Rwy 35: Standard

TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 1005' from DER, 24' left of centerline, up to 100' AGL/490' MSL.

Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL.

RWY 35: Multiple trees beginning 2176' from DER, 198 feet left of centerline up to 100' AGL/313' MSL.

Multiple trees and FLDLT on HGR beginning 657' from DER, 621' right of centerline, up to 100' AGL/ 315' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Turn left. Thence....

TAKE-OFF RUNWAY 35: Turn right. Thence....

....Climb via heading 060°, maintain 2000. Expect radar vectors on course and filed altitude within five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 6 NM of OLM VORTAC, or 2 minutes after departure for non-DME aircraft, turn left direct OLM VORTAC, continue climb in OLM VORTAC holding pattern to cross OLM VORTAC at or above R-086 CW R-064 4000 feet; R-065 CW R-085 7300 feet, continue climb via assigned route.

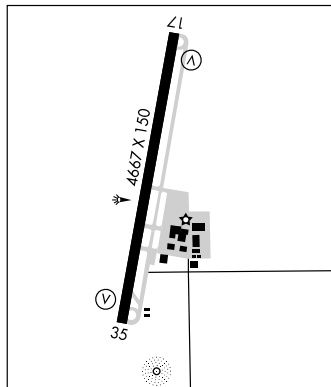
YELM TWO DEPARTURE

(YELM2.YELM) 10210

OLYMPIA, WASHINGTON
OLYMPIA RGNL (OLM)

NW-1, 23 SEP 2010 to 21 OCT 2010

OMAK (OMK) 3 N UTC-8(-7DT) N48°27.87' W119°31.08'
 1305 B S4 **FUEL** 100LL, JET A NOTAM FILE OMK
RWY 17-35: H4667X150 (ASPH) S-75, D-200, 2D-400 HIRL
RWY 17: REIL. VASI(V2L)—GA 3.0° TCH 43'.
RWY 35: REIL. VASI(V2L)—GA 3.0° TCH 46'.
AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z+. Fuel avbl 24
 hrs—credit card. ACTIVATE HIRL Rwy 17-35—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (509) 826-2655.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (SEATTLE RADIO)
SEATTLE CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'
 W117°37.61' 285° 93.4 NM to fld. 2756/21E. **HIWAS.**
NDB (MHW) 219 OMK N48°27.20' W119°31.02' at fld.
 NOTAM FILE OMK. Unusable byd 15 NM.

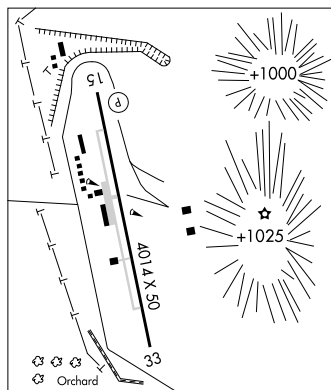


SEATTLE
 L-13A
 IAP

ORCAS ISLAND (See EAST SOUND)

OROVILLE

DOROTHY SCOTT (ØS7) 2 NE UTC-8(-7DT) N48°57.54' W119°24.72'
 1064 B S4 **FUEL** 100LL AOE NOTAM FILE SEA
RWY 15-33: H4014X50 (ASPH) S-5 MIRL
RWY 15: PAPI(P2L)—GA 3.0° TCH 45'. Rgt tfc.
RWY 33: Road.
AIRPORT REMARKS: Attended dawn-dusk. Wildlife adjacent to rwy and
 twy. ACTIVATE MIRL Rwy 15-33—CTAF. Customs telephone
 509-476-2955. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.
MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65'
 W119°19.01' 340° 105.0 NM to fld. 1194/18E.



SEATTLE
 L-13A

(GETNG1.GETNG) 07074

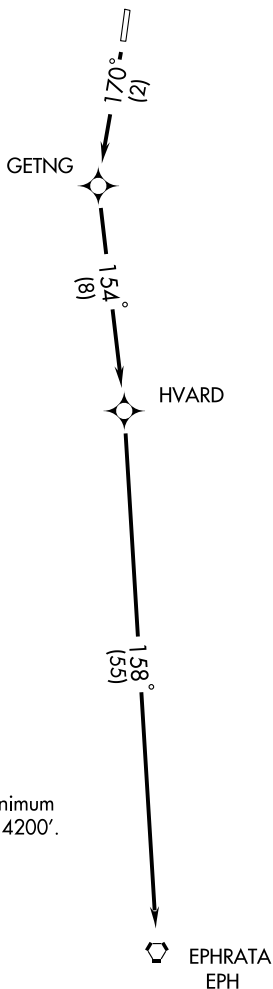
SL-5453 (FAA)

OMAK (OMK)

GETNG ONE DEPARTURE (RNAV) (OBSTACLE)

OMAK, WASHINGTON

SEATTLE CENTER
126.1 291.6
SEATTLE RADIO
122.2



NOTE: 2200-2 or standard with a minimum climb of 300 Feet per Mile to 4200'.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb to 4200 via 170° course to GETNG WP, 154° course to HVAR WP, and 158° course to EPH VORTAC. Thence proceed on course.

TAKE-OFF RUNWAY 35: NA

GETNG ONE DEPARTURE (RNAV) (OBSTACLE)

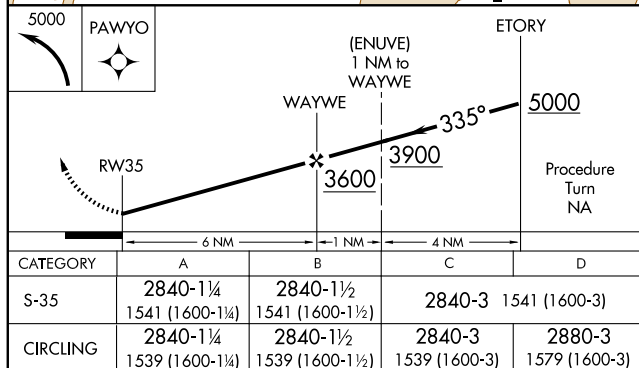
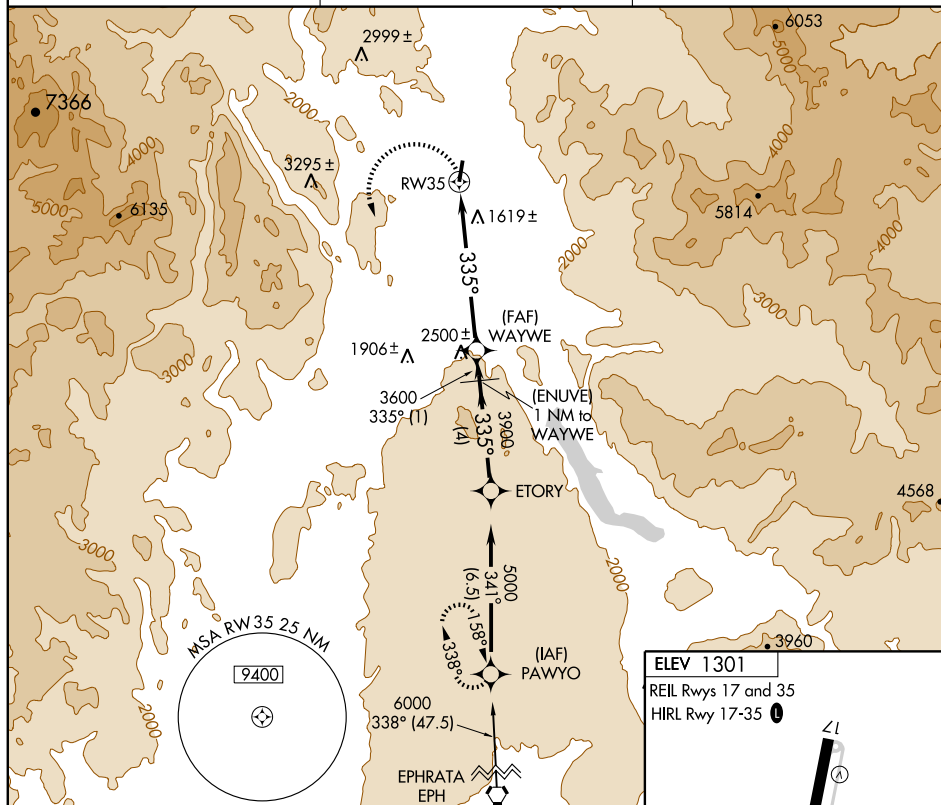
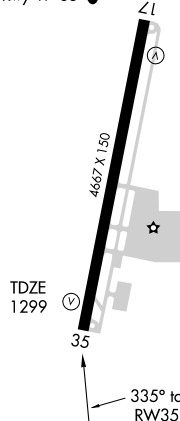
(GETNG1.GETNG) 07074

OMAK, WASHINGTON

OMAK (OMK)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS
335°Rwy Idg **4667**
TDZE **1299**
Apt Elev **1301****GPS RWY 35**
OMAK (OMK)MISSED APPROACH: Climbing left turn to 5000 direct
PAWYO WP and hold.ASOS
118.325SEATTLE CENTER
126.1 291.6UNICOM
122.8 (CTAF) 0ELEV 1301
REIL Rwy 17 and 35
HIRL Rwy 17-35 0

10210

AIRPORT DIAGRAM

AL-474 (FAA)

PASCO/TRI-CITIES (PSC)

PASCO, WASHINGTON

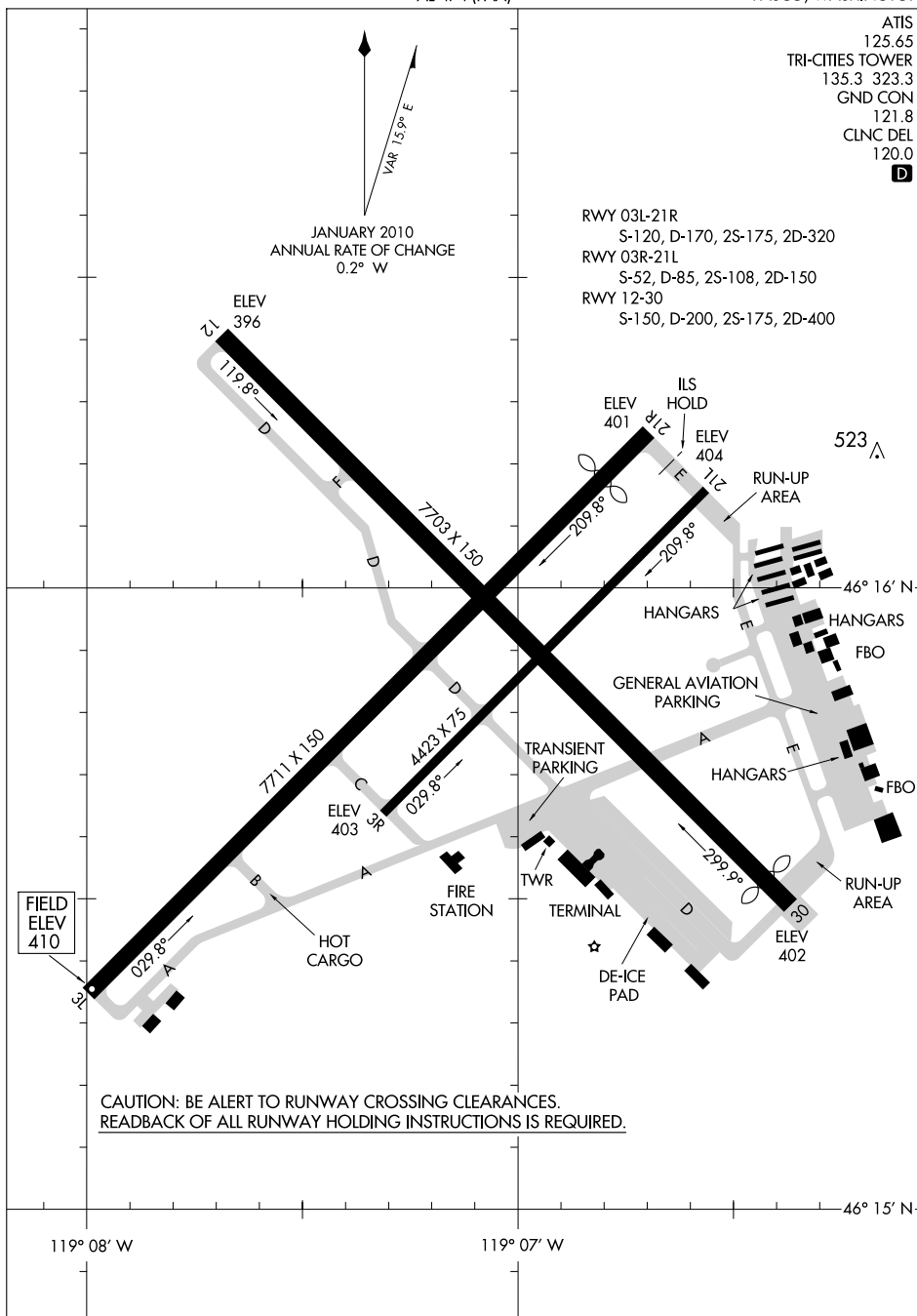
ATIS
125.65
TRI-CITIES TOWER
135.3 323.3
GND CON
121.8
CLNC DEL
120.0

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

RWY 03L-21R
S-120, D-170, 2S-175, 2D-320
RWY 03R-21L
S-52, D-85, 2S-108, 2D-150
RWY 12-30
S-150, D-200, 2S-175, 2D-400

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PASCO, WASHINGTON
PASCO/TRI-CITIES (PSC)

10210

PASCO

TRI-CITIES (PSC) 2 NW UTC-8(-7DT) N46°15.88' W119°07.14'

 410 B S4 FUEL 100LL, JET A1 + OX 2 TPA—See Remarks Class I, ARFF Index B
 NOTAM FILE PSC

RWY 03L-21R: H7711X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-320 HIRL

RWY 03L: REIL PAPI(P4L)—GA 3.0° TCH 50'. Tree.

RWY 21R: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 600'.
 Pole. Rgt tfc.

RWY 12-30: H7703X150 (ASPH-GRVD) S-150, D-200, 2S-175,
 2D-400 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 56'.

RWY 30: ODALS. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 200'.
 Tree.

RWY 03R-21L: H4423X75 (ASPH) S-52, D-85, 2S-108, 2D-150

RWY 03R: Rgt tfc. **RWY 21L:** Pole.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03L: TORA-7711 TODA-7711 ASDA-7711 LDA-7711

RWY 03R: TORA-4423 TODA-4423 ASDA-4423 LDA-4423

RWY 12: TORA-7703 TODA-7703 ASDA-7503 LDA-7503

RWY 21L: TORA-4423 TODA-4423 ASDA-4423 LDA-4423

RWY 21R: TORA-7711 TODA-7711 ASDA-7711 LDA-7711

RWY 30: TORA-7703 TODA-7703 ASDA-7703 LDA-7503

AIRPORT REMARKS: Attended 1600-0400Z. After hrs fuel call

 509-547-6271 or 509-545-5524. Call out fee. Fuel 24 hour
 credit card svc avbl. Waterfowl on and in vicinity of arpt spring and fall. PPR to unscheduled air carrier ops with
 more than 30 passenger seat call arpt manager 509-547-6352. TPA-1910(1500) turbine powered acft, all
 others 1410(1000). Rwy 21L and Rwy 03R not avbl as movement area for air carrier acft with more than 9
 passenger seats or greater for ldg and tkf. Rwy 03R-21L is avbl for air carrier acft for taxiing during dalgt and
 VFR conditions only. Touchdown rwy visual range avbl for Rwy 21R. When twr clsd HIRL Rwy 03L-21R and MIRL
 Rwy 12-30 preset on low intensity to increase intensity and ACTIVATE MALSR Rwy 21R and ODALS Rwy
 30—CTAF.

WEATHER DATA SOURCES: ASOS (509) 547-7379. LAWRS. SAWRS.

COMMUNICATIONS: CTAF 135.3 ATIS 125.65 UNICOM 122.95

JUMP-OFF-JOE RCO 122.4 (SEATTLE RADIO)

 (R) **CHINOOK APP/DEP CON** 128.75 N and W 133.15 S and E (1400-0600Z).

 (R) **SEATTLE CENTER APP/DEP CON** 132.6 (0600-1400Z).

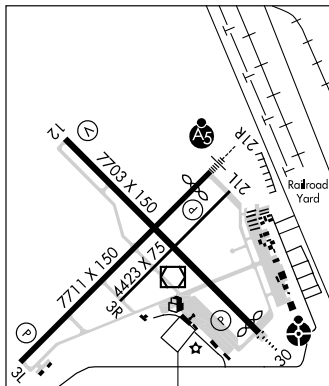
TOWER 135.3 (1400-0600Z) **GND CON** 121.8 **CLNC DEL** 120.0

AIRSPACE: CLASS D svc 1400-0600Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VORW/DME 108.4 PSC Chan 21 N46°15.78' W119°06.94' at fld. 404/20E.

DUNEZ NDB (LOM) 331 PS N46°20.29' W119°00.75' 205° 6.3 NM to fld. Unmonitored when twr clsd.

ILS 108.7 I-PSC Rwy 21R. Class IE. LOM DUNEZ NDB. Unmonitored when tower closed.

PEARSON FLD (See VANCOUVER)

PELLY N47°06.94' W119°16.47'. NOTAM FILE MWH.

NDB (MHW/LOM) 408 MW 324° 5.9 NM to Grant Co. Intl. Unmonitored when tower closed.

PENN COVE N48°14.68' W122°43.47'. NOTAM FILE SEA.

(L) VORW/DME 117.2 CVV Chan 119 N48°14.68' W122°43.47' 060° 2.1 NM to AJ Eisenberg.
 200/19E.

DME portion unusable:

126°-160° 30 NM blo 2,200'.

250°-260° byd 30 NM blo 3,400'.

330°-360° byd 30 NM blo 2,200'.

PIERCE CO-THUN (See PUYALLUP)

SEATTLE
H-1C, L-13A
IAP, AD
SEATTLE
L-13A
SEATTLE
L-1E

ILS or LOC RWY 21R
PASCO/ TRI-CITIES (PSC)

MISSED APPROACH: Climb to 1200 then climbing left turn to 3200 via heading 050° and PSC VOR/DME R-087 to CITYS INT/ PSC 14 DME and hold.

[illegible]

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

PASCO, WASHINGTON
Amdt 11B 10210

PASCO/ TRI-CITIES (PSC)

ILS or LOC RWY 21R

46°16'N-119°07'W

WAAS CH 40206 W03A	APP CRS 026°	Rwy Idg 7111 TDZE 410 Apt Elev 410
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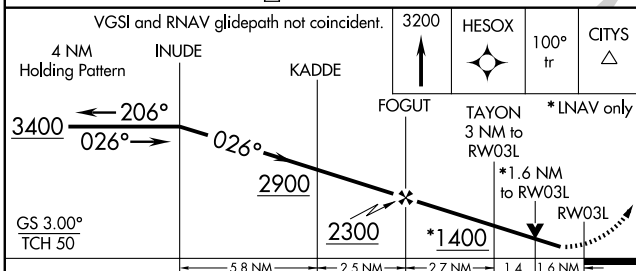
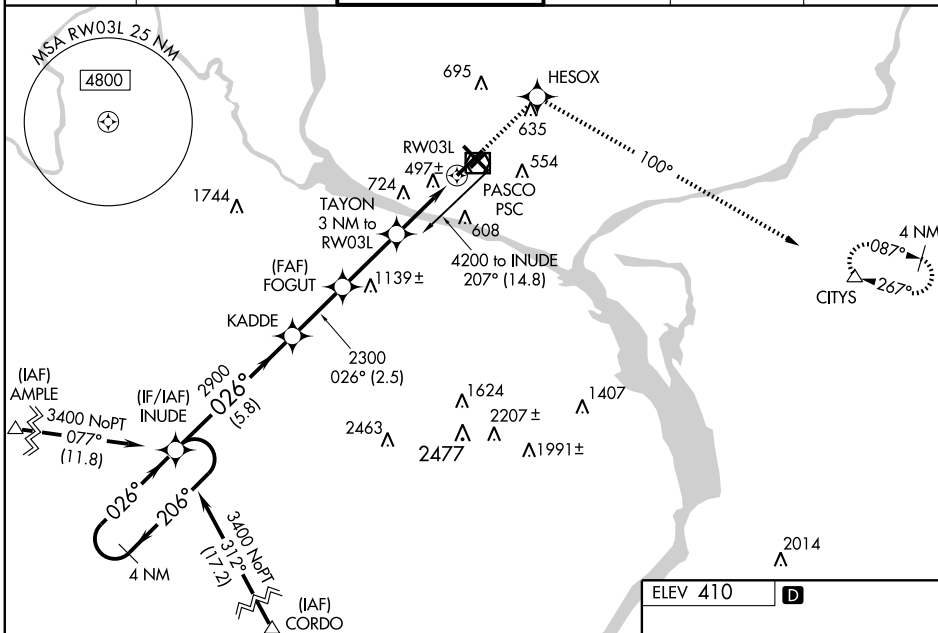
RNAV (GPS) RWY 3L

PASCO/TRI-CITIES (PSC)

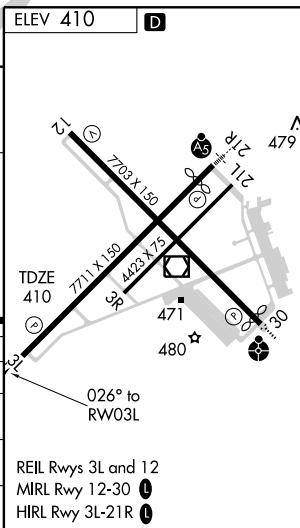
When local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet and all visibilities ¼ mile.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).
 VDP and Baro-VNAV NA when using Hermiston altimeter setting.
 Circling to Rwy 3R NA at night. Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct HESOX and via 100° track to CITYS and hold.

ATIS 125.65	CHINOOK APP CON* 128.75 377.2	TRI-CITIES TOWER* 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	660-1	250 (300-1)		
LNAV/VNAV DA	829-1½	419 (500-1½)		
LNAV MDA	960-1 550 (600-1)	960-1½ 550 (600-1½)	960-1¾ 550 (600-1¾)	
CIRCLING	960-1 550 (600-1)	960-1½ 550 (600-1½)	1040-2 630 (700-2)	



WAAS CH 58006 W12A	APP CRS 116°	Rwy Idg 7503 TDZE 402 Apt Elev 410
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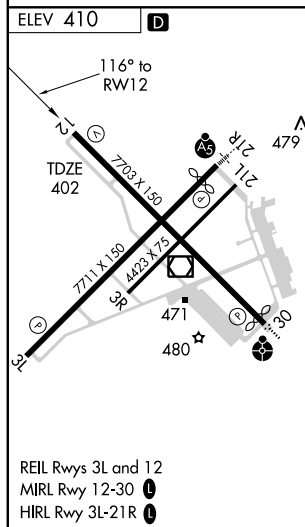
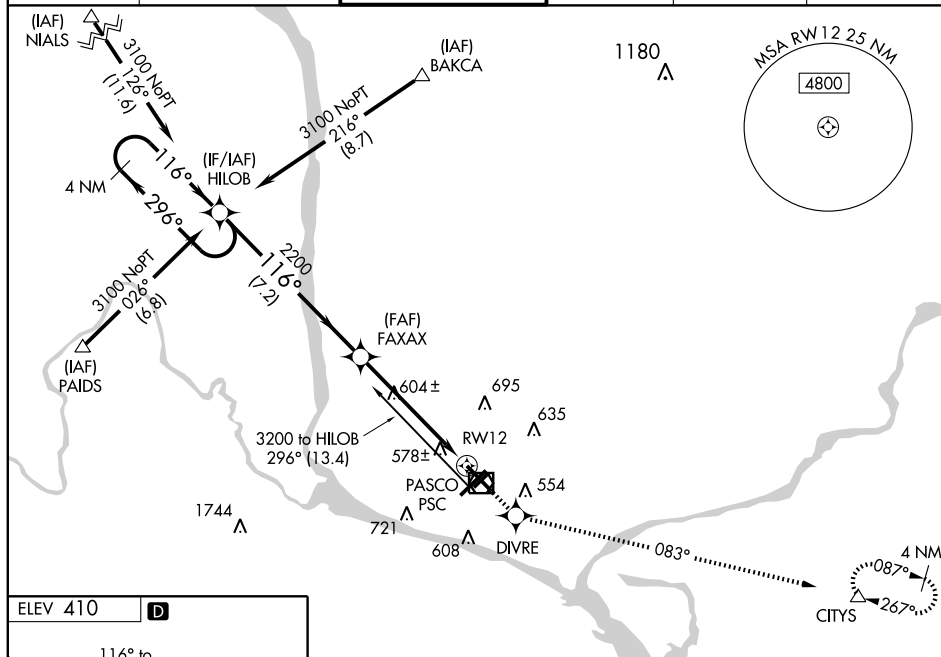
RNAV (GPS) RWY 12

PASCO/TRI-CITIES (PSC)

⚠ When local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet and all visibilities ½ mile.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
 VDP and Baro-VNAV NA when using Hermiston altimeter setting.
 Circling to Rwy 3R NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200
 direct DIVRE and via 083° track to
 CITYS and hold.

ATIS 125.65	CHINOOK APP CON* 128.75 377.2	TRI-CITIES TOWER* 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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4 NM Holding Pattern	HILOB	3200	DIVRE	083° tr	CITYS
3100	296°	116°	116°		
GS 3.00° TCH 56	2200				
	7.2 NM	4.1 NM	1.3 NM		
CATEGORY	A	B	C	D	
LPV DA	748-1¼ 346 (400-1¼)				
LNAV/VNAV DA	894-1¾ 492 (500-1¾)				
LNAV MDA	860-1	458 (500-1)	860-1¼	860-1½	
			458 (500-1¼)	458 (500-1½)	
CIRCLING	920-1	510 (600-1)	920-1½	1040-2	
			510 (600-1½)	630 (700-2)	

WAAS CH 40303 W21A	APP CRS 206°	Rwy Idg 7111 TDZE 404 Apt Elev 410
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RNAV (GPS) RWY 21R

PASCO/TRI-CITIES (PSC)

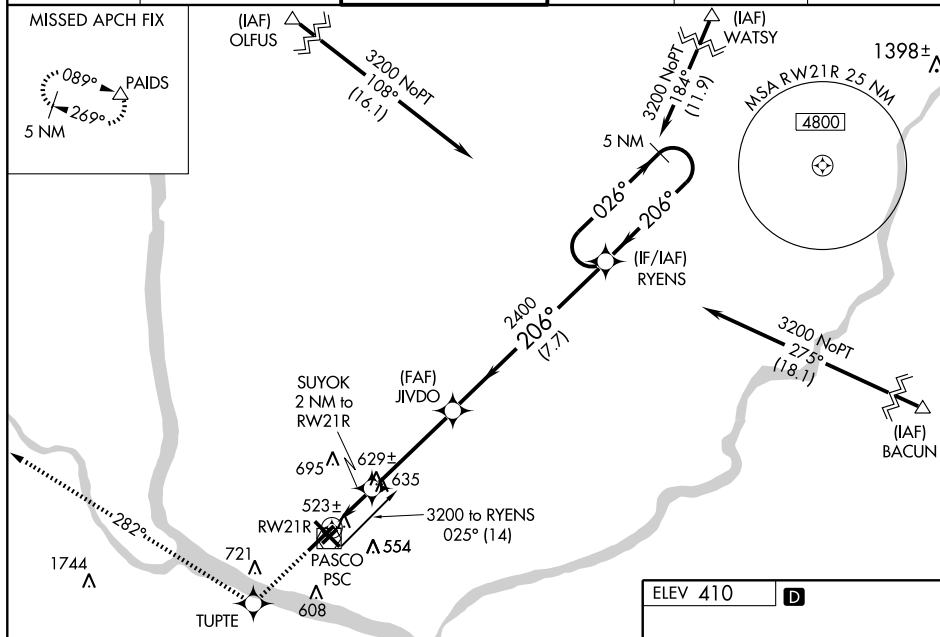
▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.
▲ If local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
 VDP and Baro-VNAV NA when using Hermiston altimeter setting.

MALS

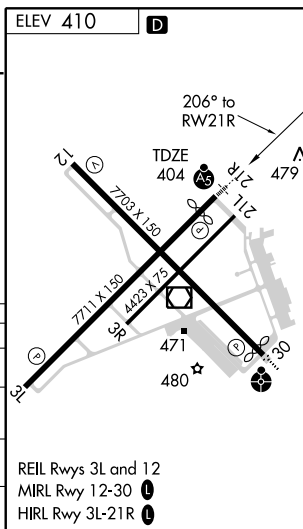


MISSED APPROACH: Climb to 5200 direct TUPTE and via 282° track to PAIDS and hold, continue climb-in-hold to 5200.

ATIS 125.65	CHINOOK APP CON* 128.75 377.2	TRI-CITIES TOWER* 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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5200	TUPTE	282° tr	PAIDS	# 1180 when using Hermiston altimeter setting. * LNAV only
↑	✱		△	
				RYENS 5 NM Holding Pattern
				JIVDO
				SUYOK 2 NM to RW21R
				* 1 NM to RW21R
				RW21R
				1080*#
				2400
				026° 3200
				206°
				GS 3.00° TCH 55
CATEGORY	A	B	C	D
LPV DA	680/24	276 (300-1/2)		
LNAV/VNAV DA	797/40	393 (400-3/4)		
LNAV MDA	780/24	376 (400-1/2)	780/50 376 (400-1)	
CIRCLING	880-1 470 (500-1)	900-1 1/2 490 (500-1 1/2)	1040-2 630 (700-2)	



WAAS
H 86605
W30A

APP CRS
296°

Rwy Idg	7503
TDZE	405
Apt Elev	410

RNAV (GPS) RWY 30
PASCO/TRI-CITIES (PSC)

T When local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet and all visibilities ½ mile.

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

VDP and Baro-VNAV NA when using Hermiston altimeter setting.

Inoperative table does not apply. Circling to Rwy 3R NA at night.

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

ODALS



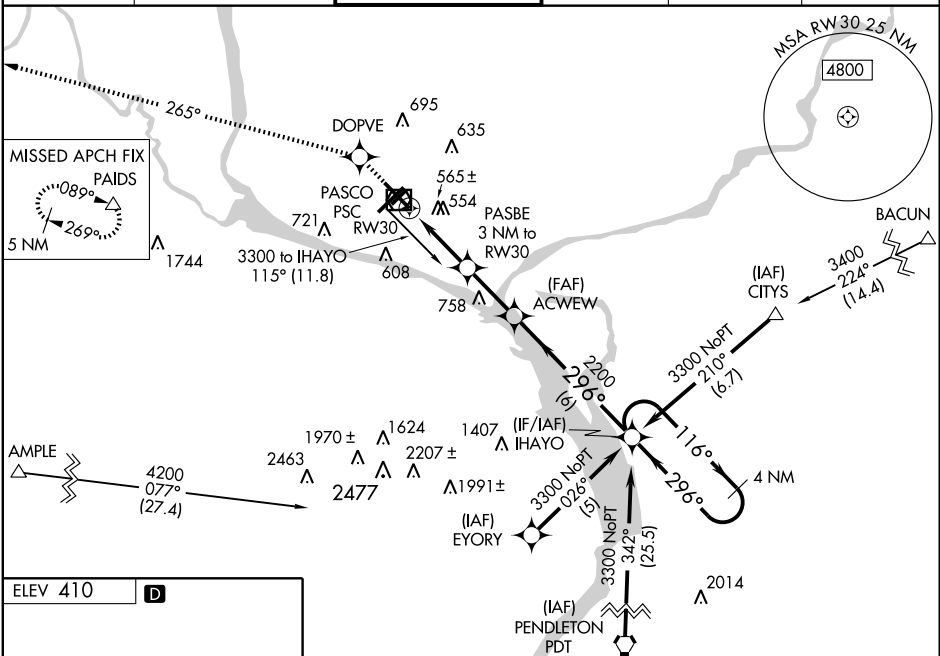
MISSED APPROACH: Climb to 5200 direct DOPVE and via 265° track to PAIDS and hold, continue climb-in-hold to 5200.

ATIS
125.65

CHINOOK APP CON★
128.75 377.2

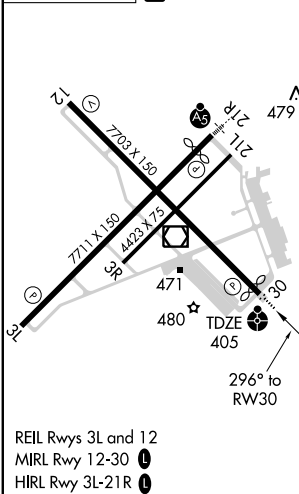
TRI-CITIES TOWER★
35.3 (CTAF) **L** 323.3


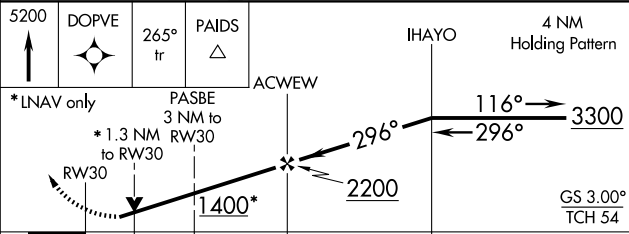
GND CON
121.8

CLNC DEL
120.0UNICOM
122.95

ELEV 410	D
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D



5200 ↑		DOPVE 	265° tr	PAIDS △					
* LNAV only		PASBE 3 NM to RW30				ACWEW		IHAYO	4 NM Holding Pattern
		* 1.3 NM to RW30		RW30		1400*		296°	116° → 3300 ← 296°
						2200		GS 3.00° TCH 54	
1.3 NM		1.7		2.4 NM		6 NM			
CATEGORY		A		B		C		D	
LPV	DA	777-1¼		372 (400-1¼)					
LNAV/ VNAV	DA	913-1¾		508 (600-1¾)					
LNAV	MDA	880-1	475 (500-1)	880-1¼ 475 (500-1¼)		880-1½ 475 (500-1½)			
CIRCLING		920-1	510 (600-1)	920-1½ 510 (600-1½)		1040-2 630 (700-2)			

PASCO, WASHINGTON
Amdt 1 10210

46° 16'N-119° 07'W

PASCO/TRI-CITIES (PSC)

RNAV (GPS) RWY 30

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

TRI-CITIES FOUR DEPARTURE

SL-474 (FAA)

PASCO/ TRI-CITIES (PSC)
PASCO, WASHINGTON

ATIS 125.65

CLNC DEL

120.0

GND CON

121.8

TRI-CITIES TOWER ★

135.3 (CTAF) 323.3

CHINOOK DEP CON

128.75 377.2

WENATCHEE

111.0 EAT

Chan 47

N47°23.98'-W120°12.65'

L-13

EPHRATA

112.6 EPH

Chan 73

N47°22.68'-W119°25.44'

L-13, H-1

SPOKANE

115.5 GEG

Chan 102

N47°33.90'-W117°37.61'

L-13, H-1

MOSES LAKE

115.0 MWH

Chan 97

N47°12.65'-W119°19.01'

L-13, H-1

ELLENSBURG

117.9 ELN

Chan 126

N47°01.46'-W120°27.51'

L-13, H-1

PULLMAN

109.0 PUW

Chan 27

N46°40.46'-W117°13.41'

L-13

PASCO

108.4 PSC

Chan 21

N46°15.78'-W119°06.94'

L-13

YAKIMA

116.0 YKM

Chan 107

N46°34.22'-W120°26.68'

L-13, H-1

NEZ PERCE

108.2 MQG

Chan 19

N46°22.89'-W116°52.17'

L-13

WALLA WALLA

116.4 ALW

Chan 111

N46°05.22'-W118°17.55'

L-13

KLICKITAT

112.3 LTJ

Chan 70

N45°42.81'-W121°06.05'

L-13, H-1

PENDLETON

114.7 PDT

Chan 94

N45°41.91'-W118°56.32'

L-13, H-1

NOTE: SID will not be assigned when Control Tower is closed.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. Maintain 10,000' or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: Climb runway heading to 3,000' then reverse course direct PSC VOR/DME to cross at or above MEA for route of flight.

TRI-CITIES FOUR DEPARTURE

(TRIC4.PSC) 10210

PASCO, WASHINGTON
PASCO/ TRI-CITIES (PSC)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME PSC	APP CRS	Rwy Idg	7503
<u>108.4</u>	291°	TDZE	405
Chan 21		Apt Elev	410

VOR/DME RWY 30
PASCO/TRI-CITIES(PSC)

T Inoperative table does not apply to Cat C.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hermiston altimeter setting and increase all MDA 100 feet, increase S-30 visibility Cat C ¼ mile, Cat D ½ mile and circling Cat D ¼ mile.

ODALS

MISSED APPROACH: Climbing right turn to 3200 via heading 130° and PSC R-087 to CITYS INT/PSC 14 DME and hold.

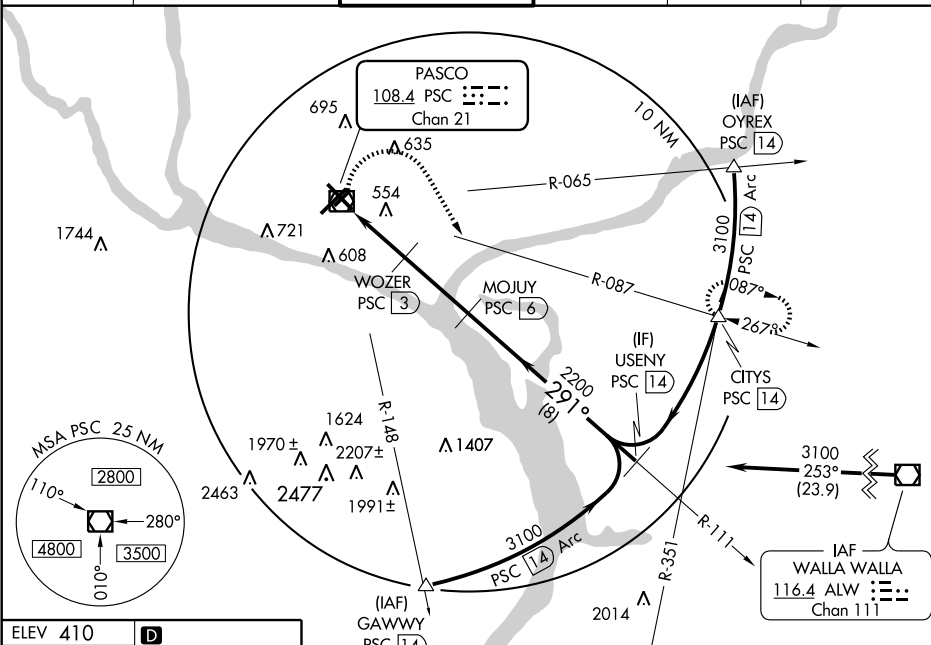
ATIS
125.65

CHINOOK APP CON★
128.75 377.2

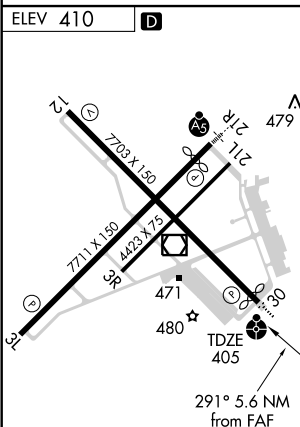
TRI-CITIES TOWER★
135.3 (CTAF) **L** 323.3

GND CON
121.8

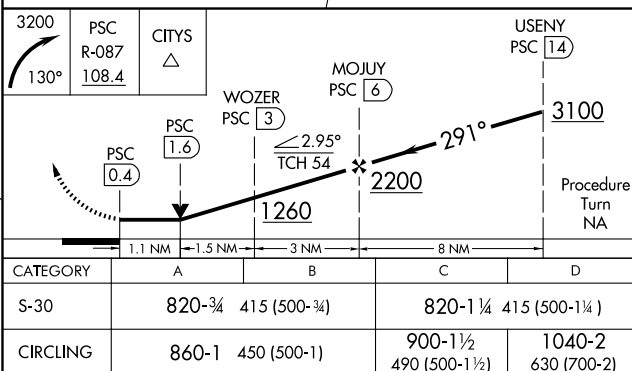
CLNC DEL
120.0

UNICOM
122.95

NW-1. 23 SEP 2010 to 21 OCT 2010



REIL Rwy 3L and 12
MIRL Rwy 12-30 **L**
HIRL Rwy 3L-21R **L**



PASCO, WASHINGTON
Amdt 3 10210

46°16'N-119°07'W

PASCO/ TRI-CITIES (PSC)
VOR/DME RWY 30

VOR/DME PSC	APP CRS	Rwy Idg	7111
108.4	195°	TDZE	404
Chan 21		Apt Elev	410

VOR RWY 21R
PASCO/ TRI-CITIES (PSC)

T If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 100 feet.
A VDP NA when using Hermiston altimeter setting.
ADF or DME required. Circling to Rwy 03R NA at night.

MALSR



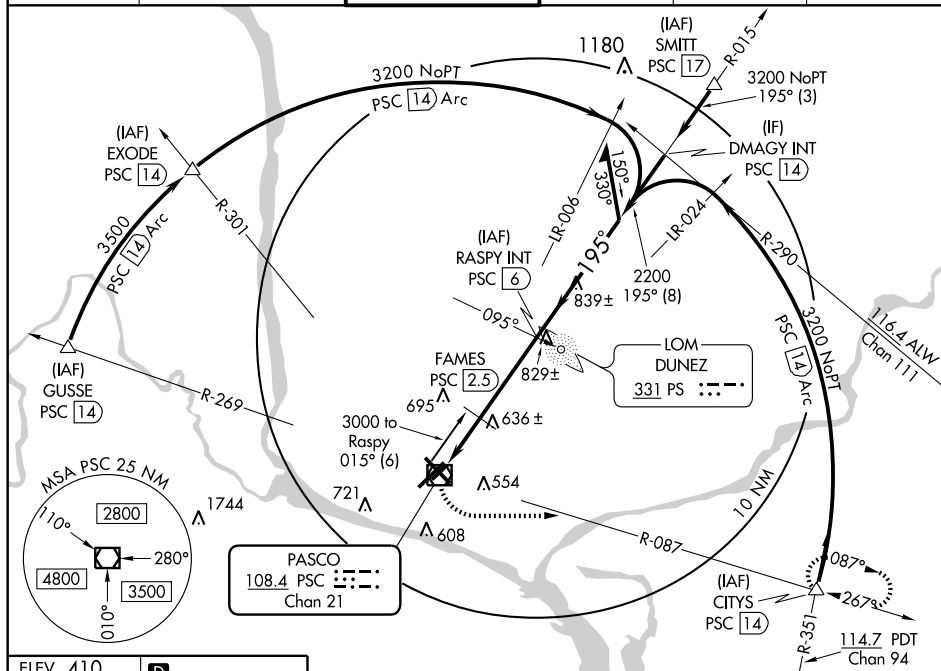
MISSED APPROACH: Climbing left turn to 3200 via heading 070° and PSC VOR/DME R-087 to CITYS INT/PSC 1.4 DME and hold.

ATIS
125.65

CHINOOK APP CON★
128.75 377.2

TRI-CITIES TOWER★
135.3 (CTAF) 323.3

GND CON
121.8

CLNC DEL
120.0UNICOM
122.95

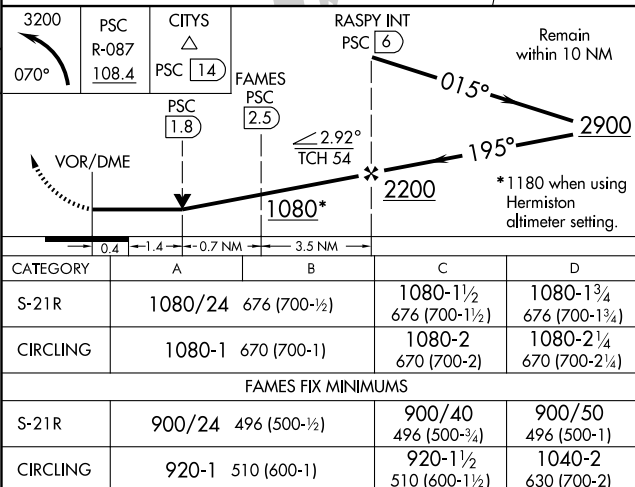
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

ELEV 410	
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REIL Rwy 3L and 12
MIRL Rwy 12-30 **L**
HIRL Rwy 3L-21R **L**



PASCO, WASHINGTON
Amdt 5A 10210

PASCO/ TRI-CITIES (PSC)
VOR RWY 21R

46°16'N-119°07'W

POINT ROBERTS AIRPARK (1RL) 1 SW UTC-8(-7DT) N48°58.78' W123°04.73'

SEATTLE

10 NOTAM FILE SEA

RWY 16-34: 2265X125 (TURF)

RWY 16: Brush. Rgt tfc.

RWY 34: Brush.

AIRPORT REMARKS: Attended Apr-Oct continuously. When able land to the N and depart to the S. Traffic pattern W of fld over water. Noise abatement procedures in effect, contact airport manager for details at 360-945-3139.

COMMUNICATIONS: CTAF/UNICOM 122.8

PORT ANGELES N48°06.99' W123°29.13'

SEATTLE

RCO 122.6 (SEATTLE RADIO)

L-1E

PORT ANGELES CGAS (NOW) (KNOW) CG 2 N UTC-8(-7DT) N48°08.49' W123°24.84'

SEATTLE

13 B FUEL J5 NOTAM FILE SEA

L-1E

RWY 07-25: H4500X150 (ASPH) MIRL

IAP, DIAP

MILITARY SERVICE: JASU 1(MD-3) FUEL J5. Avbl 1500-0000Z, other times ltd to search and rescue and CG missions. **TRAN ALERT** Tran acft arrive between 1500-0000Z only. Ctc Port Angeles Air on 345.0 or 127.7 15 min prior to ldg.

MILITARY REMARKS: RSTD CLOSED to non-CG fixed wing acft. 24 hr PPR C360-417-5840. **CAUTION** 150' twr 75 yards south of rwy, marked by strobe lgt.

COMMUNICATIONS: CTAF/UNICOM 122.975

SEATTLE RADIO 122.6

WHIDBEY APP/DEP 118.2 285.65 CLNC DEL 124.15

PORT ANGELES AIR 127.7 345.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

EDIZ HOOK NDB (MHW) 338 K N48°08.39' W123°24.13' at fld. OTS indef.

NDB unusable:

085°-110° byd 20 NM

180°-245° byd 15 NM

110°-140° byd 15 NM

245°-340° byd 10 NM

140°-180° byd 10 NM

COMM/NAV/WEATHER REMARKS: Advisory information avbl at Port Angeles Air on prior notice; other CG frequencies avbl on request.

HELIPAD H1: H100X100 (ASPH)

PORT ANGELES

WILLIAM R FAIRCHILD INTL (CLM) 3 NW UTC-8(-7DT) N48°07.21' W123°29.98'

SEATTLE

291 B S4 FUEL 100LL, JET A OX 2 LRA NOTAM FILE CLM

H-1B, L-1E

RWY 08-26: H6347X150 (ASPH-GRVD) S-55, D-66, 2S-83, 2D-115 MIRL

IAP

RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 47'. Trees.

RWY 26: REIL. SAVASI(S2L)—GA 4.0° TCH 49'. Thld dspcd 1354'.

Antenna. Rgt tfc.

RWY 13-31: H3245X50 (ASPH) S-30 LIRL 1.4% up SE

RWY 13: Trees. RWY 31: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0100Z. For after hours Jet A call 360-452-6206. Rwy 13-31 CLOSED SS to SR. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile northwest AER 08. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. **ACTIVATE** MIRL Rwy 08-26 and MALSR Rwy 08—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (360) 457-1070.

COMMUNICATIONS: CTAF/UNICOM 122.975

PORT ANGELES RCO 122.6 (SEATTLE RADIO)

Ⓡ WHIDBEY APP/DEP CON 118.2 CLNC DEL 124.15

AIRSPACE: CLASS E svc 1300-0730Z, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

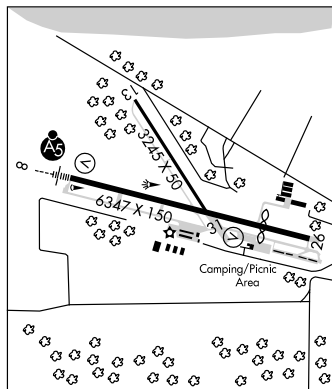
TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99'

W124°37.62' 081° 46.5 NM to fld. 1652/22E. HIWAS.

ELWHA NDB (MHW/LOM) 515 CL N48°09.01' W123°40.22' 083° 7.1 NM to fld. NOTAM FILE CLM.

NDB unusable 100°-235° beyond 12 NM.

ILS 108.9 I-CLM Rwy 08. Class IA. LOM ELWHA NDB. Localizer unusable inside thld.



PORT OF ILWACO (See ILWACO)

PORT OF POULSBORO MARINA MOORAGE SPB (See POULSBORO)

LOC I-CLM 108.9	APP CRS 083°	Rwy Idg TDZE Apt Elev	6347 284 291
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ILS or LOC RWY 8

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)

- ▼** Circling NA south of Rwy 8-26.
▲ DME required.
 DME from TOU VORTAC. Simultaneous reception of I-CLM and TOU DME required.
 If local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDAs 100 feet. ILS procedure NA.



MISSED APPROACH: Climb to 1000 then climbing left turn to 5400 via heading 030° and CVV R-247 to JIGEB/CVV 12.1 DME and hold, continue climb-in-hold to 5400.

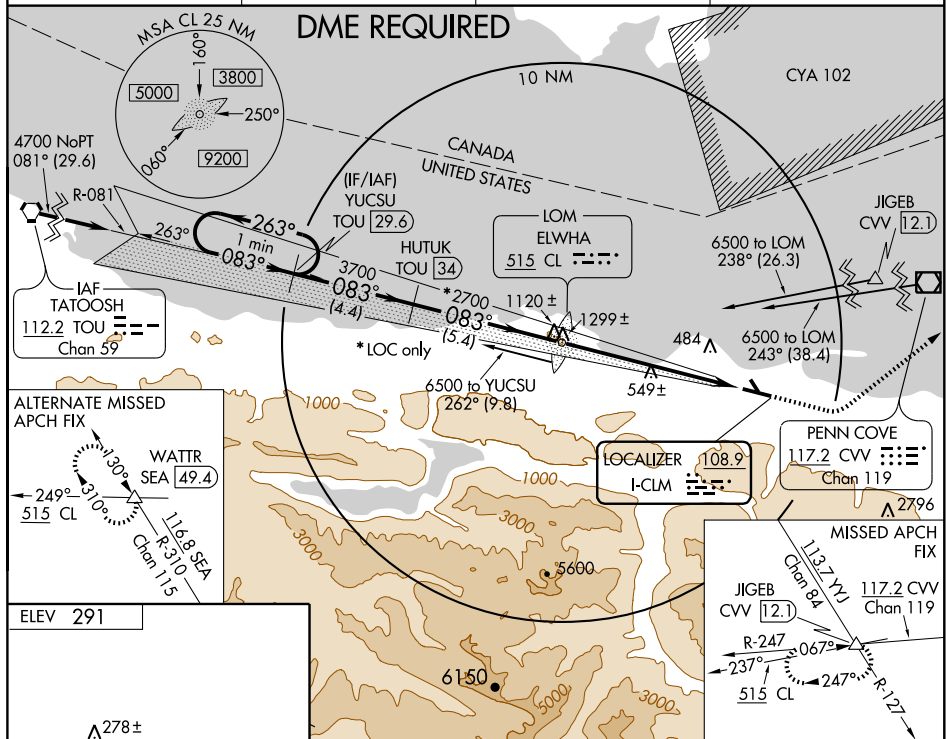
ASOS
135.175

WHIDBEY APP CON *
118.2 285.65

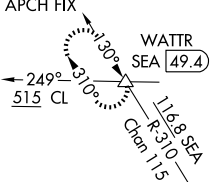
CLNC DEL
124.15

UNICOM
122.975 (CTAF) 0

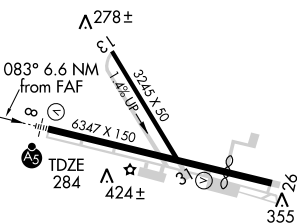
DME REQUIRED



ALTERNATE MISSED
APCH FIX

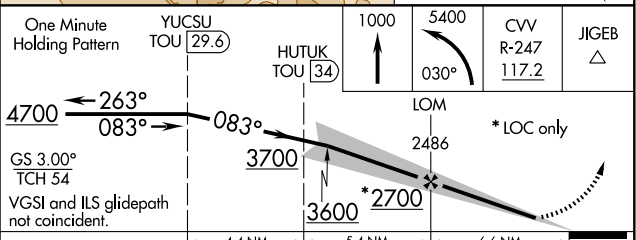


ELEV 291



LURL Rwy 13-31
MIRL Rwy 8-26
REIL Rwy 26

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 8	486-1/2 202 (200-1/2)			
S-LOC 8	840-1/2	556 (600-1/2)	840-1 556 (600-1)	840-1 1/4 556 (600-1 1/4)
CIRCLING	840-1	549 (600-1)	840-1 1/2 549 (600-1 1/2)	860-2 569 (600-2)

PORT ANGELES, WASHINGTON

Amdt 2A 09295

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)

48°07'N-123°30'W

ILS or LOC RWY 8

WAAS CH 77703 W08A	APP CRS 082°	Rwy Idg TDZE Apt Elev	6347 284 291
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RNAV (GPS) RWY 8

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)



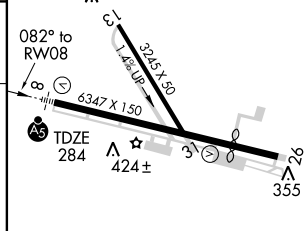
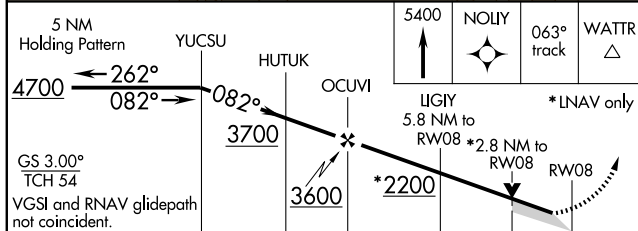
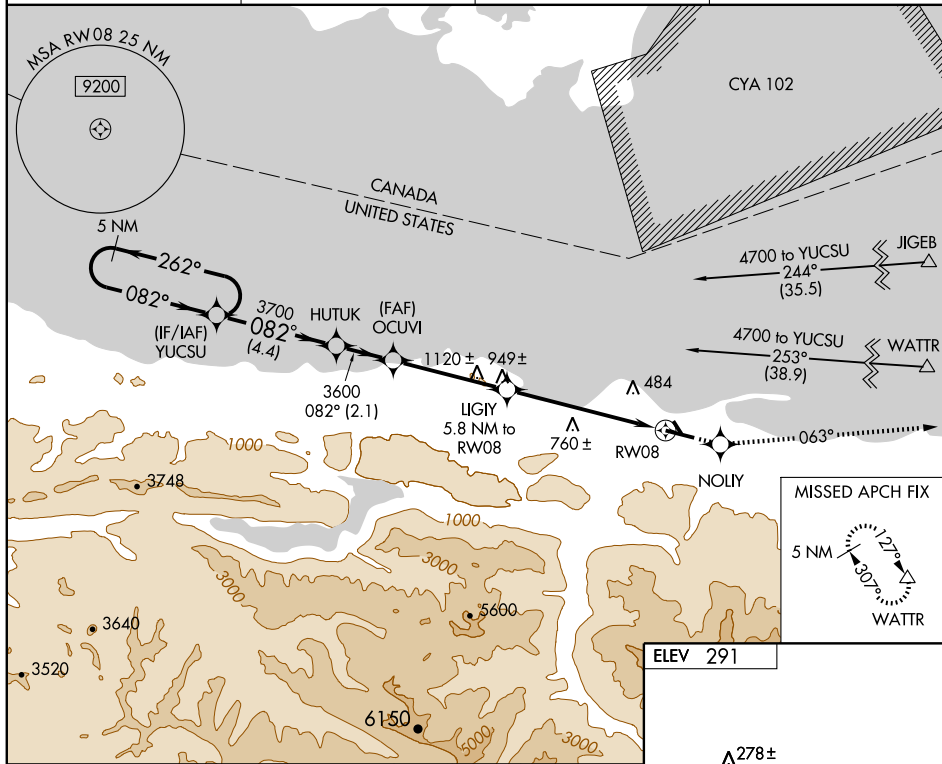
Circling NA south of Rwy 8-26. DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Friday Harbor
altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Friday Harbor altimeter setting.

MALSR



MISSED APPROACH: Climb to 5400 direct
NOLLY and via 063° track to WATTR and
hold, continue climb-in-hold to 5400.

ASOS 135.175	WHIDBEY APP CON * 118.2 285.65	CLNC DEL 124.15	UNICOM 122.975 (CTAF) ①
------------------------	--	---------------------------	-----------------------------------



CATEGORY	A	B	C	D
LPV DA		596-1/2	312 (400-1/2)	
LNAV MDA	1240-3/4 956 (1000-3/4)	1240-1 956 (1000-1)	1240-2 1/2	956 (1000-2 1/2)
CIRCLING	1240-1 1/4 949 (1000-1 1/4)	1240-1 1/2 949 (1000-1 1/2)	1240-3	949 (1000-3)

LIRL Rwy 13-31
MIRL Rwy 8-26 ①
REIL Rwy 26

APP CRS
263°

Rwy Idg **4993**
TDZE **282**
Apt Elev **291**

RNAV (GPS) RWY 26

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)

⚠ Circling NA south of Rwy 8-26. DME/DME RNP- 0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Friday Harbor altimeter setting; increase all MDA 100 feet and visibility Cats B/C/D ½ mile.

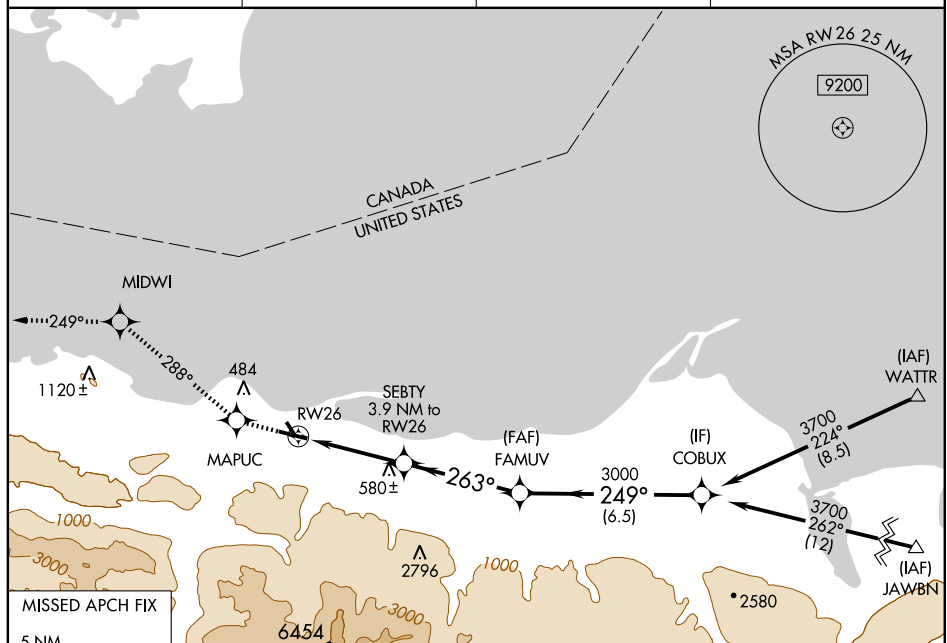
MISSED APPROACH: Climb to 5400 direct MAPUC and via track 288° to MIDWI and via track 249° to YUCSU and hold.

ASOS
135.175

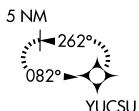
WHIDBEY APP CON ★
118.2 285.65

CLNC DEL
124.15

UNICOM
122.975 (CTAF) ①

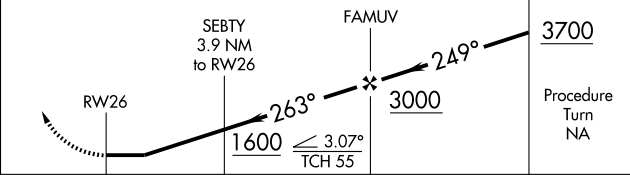
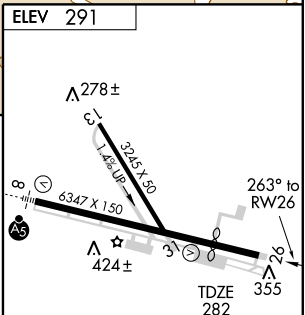


MISSED APCH FIX



5400	MAPUC	MIDWI	YUCSU
↑	⬤	⬤	⬤
	trk 288°	trk 249°	

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	940-1	658 (700-1)	940-1¾ 658 (700-1¾)	940-2 658 (700-1)
CIRCLING	940-1	649 (700-1)	940-1¾ 649 (700-1¾)	940-2 649 (700-2)

LIRL Rwy 13-31
MIRL Rwy 8-26 ①
REIL Rwy 26

PORT ANGELES, WASHINGTON
Orig 22OCT09

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)
48°07'N-123°30'W

RNAV (GPS) RWY 26

NW-1, 23 SEP 2010 to 21 OCT 2010

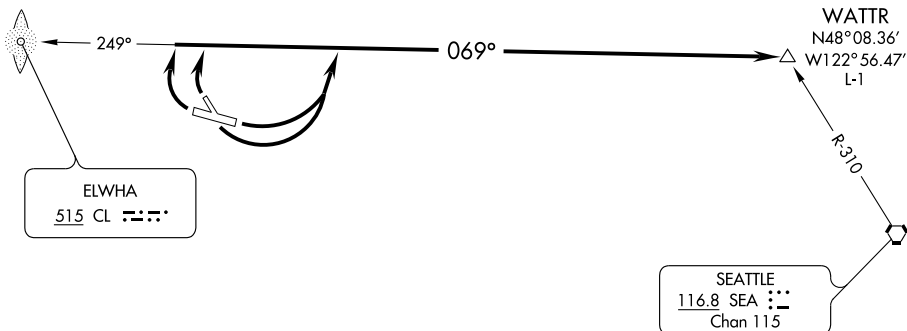
NW-1, 23 SEP 2010 to 21 OCT 2010

WATTR FIVE DEPARTURE (OBSTACLE)

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)
SL-886 (FAA) PORT ANGELES, WASHINGTONNAS WHIDBEY DEP CON
118.2 285.65
SEATTLE RADIO
122.6
CTAF 122.975VICTORIA
113.7 YYJ
Chan 84
N48°43.62' - W123°29.06'
L-1, H-1

TAKE-OFF OBSTACLE NOTES

- Rwy 13: Multiple trees and pole beginning 1299' from DER, 32' left of centerline, up to 100' AGL/520' MSL.
Sign 76' from DER, 230' left of centerline, 5' AGL/276' MSL.
Hangar 1550' from DER, 457' left of centerline, 49' AGL/320' MSL.
OL on airport beacon 2023' from DER, 829' left of centerline, 74' AGL/345' MSL.
Multiple trees and pole beginning 614' from DER, 11' right of centerline, up to 100' AGL/599' MSL.
- Rwy 26: Multiple trees beginning 2940' from DER, 747' left of centerline, up to 95' AGL/378' MSL.
- Rwy 31: Multiple trees beginning 470' from DER, 39' left of centerline, up to 71' AGL/298' MSL.
Multiple trees beginning 640' from DER, 112' right of centerline, up to 63' AGL/290' MSL.
- Rwy 8: Multiple trees and poles beginning 130' from DER, 261' left of centerline, up to 124' AGL/415' MSL.
Multiple trees and poles beginning 923' from DER, 111' right of centerline, up to 232' AGL/479' MSL.
Hangar 212' from DER, 523' right of centerline, 19' AGL/310' MSL.



TAKE-OFF MINIMUMS

Rwys 26, 31: Standard.

Rwy 13: Standard with minimum climb of 454' per NM to 1100.

Rwy 8: 300-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 and 13: Climbing left turn, thence....TAKE-OFF RUNWAYS 26 and 31: Climbing right turn, thence....

....on 069° bearing from CL LOM to WATTR INT, maintain 5400.

POINT ROBERTS AIRPARK (1RL) 1 SW UTC-8(-7DT) N48°58.78' W123°04.73'

SEATTLE

10 NOTAM FILE SEA

RWY 16-34: 2265X125 (TURF)

RWY 16: Brush. Rgt tfc.

RWY 34: Brush.

AIRPORT REMARKS: Attended Apr-Oct continuously. When able land to the N and depart to the S. Traffic pattern W of fld over water. Noise abatement procedures in effect, contact airport manager for details at 360-945-3139.

COMMUNICATIONS: CTAF/UNICOM 122.8

PORT ANGELES N48°06.99' W123°29.13'

SEATTLE

RCO 122.6 (SEATTLE RADIO)

L-1E

PORT ANGELES CGAS (NOW) (KNOW) CG 2 N UTC-8(-7DT) N48°08.49' W123°24.84'

SEATTLE

13 B FUEL J5 NOTAM FILE SEA

L-1E

RWY 07-25: H4500X150 (ASPH) MIRL

IAP, DIAP

MILITARY SERVICE: JASU 1(MD-3) FUEL J5. Avbl 1500-0000Z, other times ltd to search and rescue and CG missions. **TRAN ALERT** Tran acft arrive between 1500-0000Z only. Ctc Port Angeles Air on 345.0 or 127.7 15 min prior to ldg.

MILITARY REMARKS: RSTD CLOSED to non-CG fixed wing acft. 24 hr PPR C360-417-5840. **CAUTION** 150' twr 75 yards south of rwy, marked by strobe lgt.

COMMUNICATIONS: CTAF/UNICOM 122.975

SEATTLE RADIO 122.6

WHIDBEY APP/DEP 118.2 285.65 CLNC DEL 124.15

PORT ANGELES AIR 127.7 345.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

EDIZ HOOK NDB (MHW) 338 K N48°08.39' W123°24.13' at fld. OTS indef.

NDB unusable:

085°-110° byd 20 NM

180°-245° byd 15 NM

110°-140° byd 15 NM

245°-340° byd 10 NM

140°-180° byd 10 NM

COMM/NAV/WEATHER REMARKS: Advisory information avbl at Port Angeles Air on prior notice; other CG frequencies avbl on request.

HELIPAD H1: H100X100 (ASPH)

PORT ANGELES

WILLIAM R FAIRCHILD INTL (CLM) 3 NW UTC-8(-7DT) N48°07.21' W123°29.98'

SEATTLE

291 B S4 FUEL 100LL, JET A OX 2 LRA NOTAM FILE CLM

H-1B, L-1E

RWY 08-26: H6347X150 (ASPH-GRVD) S-55, D-66, 2S-83, 2D-115 MIRL

IAP

RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 47'. Trees.

RWY 26: REIL. SAVASI(S2L)—GA 4.0° TCH 49'. Thld dspcd 1354'.

Antenna. Rgt tfc.

RWY 13-31: H3245X50 (ASPH) S-30 LIRL 1.4% up SE

RWY 13: Trees. RWY 31: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0100Z. For after hours Jet A call 360-452-6206. Rwy 13-31 CLOSED SS to SR. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile northwest AER 08. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. **ACTIVATE** MIRL Rwy 08-26 and MALSR Rwy 08—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (360) 457-1070.

COMMUNICATIONS: CTAF/UNICOM 122.975

PORT ANGELES RCO 122.6 (SEATTLE RADIO)

Ⓡ WHIDBEY APP/DEP CON 118.2 CLNC DEL 124.15

AIRSPACE: CLASS E svc 1300-0730Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

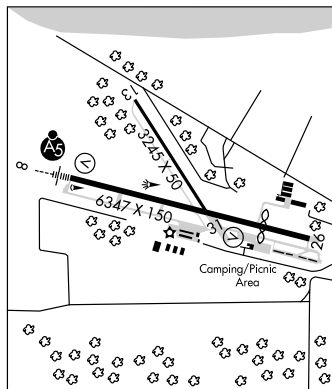
TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99'

W124°37.62' 081° 46.5 NM to fld. 1652/22E. HIWAS.

ELWHA NDB (MHW/LOM) 515 CL N48°09.01' W123°40.22' 083° 7.1 NM to fld. NOTAM FILE CLM.

NDB unusable 100°-235° beyond 12 NM.

ILS 108.9 I-CLM Rwy 08. Class IA. LOM ELWHA NDB. Localizer unusable inside thld.



PORT OF ILWACO (See ILWACO)

PORT OF POULSBORO MARINA MOORAGE SPB (See POULSBORO)

NDB K 338	APP CRS 237°	Rwy Idg TDZE Apt Elev N/A 13
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COPTER NDB or GPS 237°

PORT ANGELES CGAS (NOW)



Prior permission required.

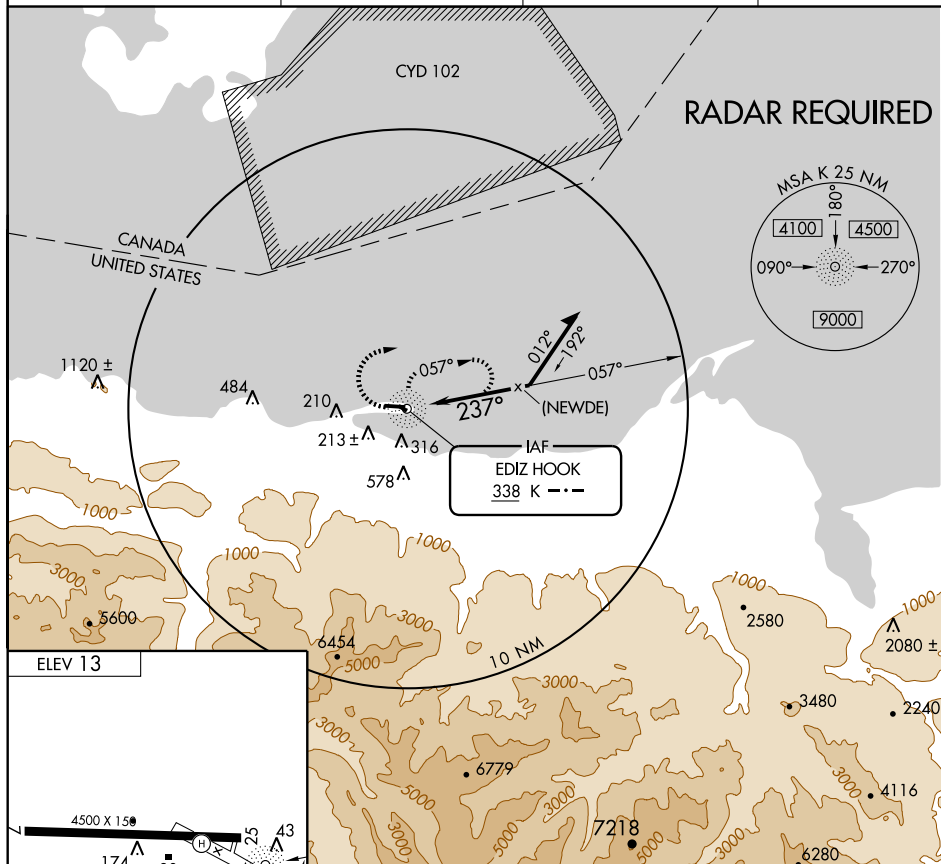
MISSED APPROACH: Climbing right turn to 1600 via bearing 057° from Ediz Hook NDB, then climbing left turn to 3000 direct Ediz Hook NDB and hold.

WHIDBEY APP CON
118.2 285.65

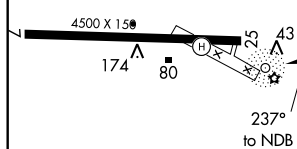
PORT ANGELES AIR
127.7 345.0

CLINC DEL
124.15

UNICOM
122.975 (CTAF)



ELEV 13



MRL Rwy 7-25

1600	3000	K	NDB			Remain within 5 NM
brg 057°			(NEWDE)			1600
			4 NM			
CATEGORY	A	B	C	D		
H-237°	540- $\frac{3}{4}$ 527 (600- $\frac{3}{4}$)				NA	

PULLMAN/MOSCOW, ID
PULLMAN/MOSCOW RGNL

(PUW) 3 NE UTC-8(-7DT) N46°44.63' W117°06.58'
 2556 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE PUW
RWY 05-23: H6730X100 (ASPH) S-57, D-75, 2S-95, 2D-135 HIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 55'. Thld displcd 290'.
 Fence.

RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 60'. Thld displcd 801'.
 Ground.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-6730 TODA-6730 ASDA-6490 LDA-6200

RWY 23: TORA-6730 TODA-6730 ASDA-6040 LDA-5240

AIRPORT REMARKS: Attended 1600-0200Z. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509-338-3223. Non-paved areas soft. Acft must delay taxiing and remain behind the intermediate holding position line when large acft ops are in progress. No parking between rwy and taxiway and within 30' of taxiway to the north west. ACTIVATE HIRL Rwy 05-23, and REIL Rwy 05 and Rwy 23—CTAF. Landing fee for all commercial acft.

WEATHER DATA SOURCES: ASOS 135.675 (509)334-3222. HIWAS 109.0 PUW.

COMMUNICATIONS: CTAF/UNICOM 122.8

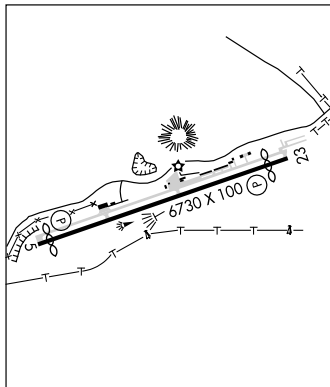
RCO 122.6 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 123.95

AIRSPACE: CLASS E svc Mon-Fri 1400-0600Z, Sat 1700-0000Z, Sun 1900-0600Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

(L) VORW/DME 109.0 PUW Chan 27 N46°40.46' W117°13.41' 028° 6.3 NM to fld. 2720/20E. HIWAS.
 DME unmonitored.

**PUYALLUP**

PIERCE CO-THUN FLD (PLU) 5 S UTC-8(-7DT) N47°06.24' W122°17.23'

538 B S4 FUEL 100LL OX 4 TPA-1538(1000) NOTAM FILE PLU

RWY 16-34: H3650X60 (ASPH) MIRL

RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 53'. Trees.

RWY 34: REIL. PAPI(P4R)—GA 4.0° TCH 53'. Road.

AIRPORT REMARKS: Attended 1600Z—dusk. Fuel avbl 24 hours with credit card. Ultralights prohibited. Noise sensitive all quadrants.

WEATHER DATA SOURCES: AWOS-3 128.575 (253) 848-2748.

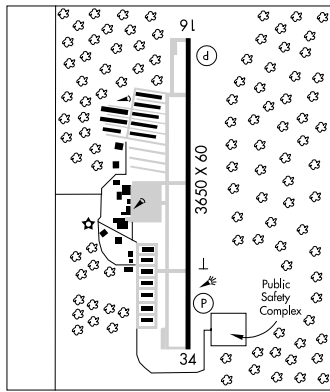
COMMUNICATIONS: CTAF/UNICOM 122.7

SEATTLE APP/DEP CON 126.5 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.86'

W122°28.50' 087° 8.1 NM to fld. 284/22E. No NOTAM MP
 Tue, Thu 0700-1600Z.



SEATTLE

L-1D

IAP

WAAS Chan 50129 W05A	APP CRS 051°	Rwy Idg 6200 TDZE 2540 Apt Elev 2556
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RNAV (GPS) RWY 5

PULLMAN/MOSCOW RGNL (PUW)

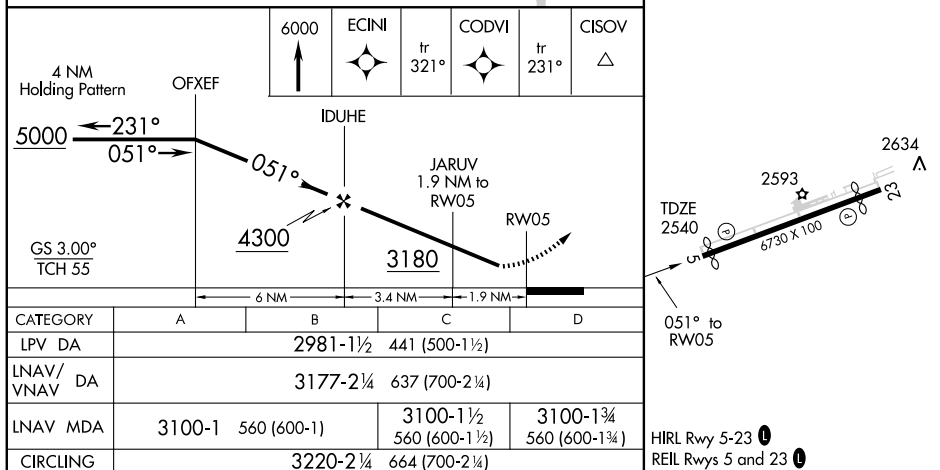
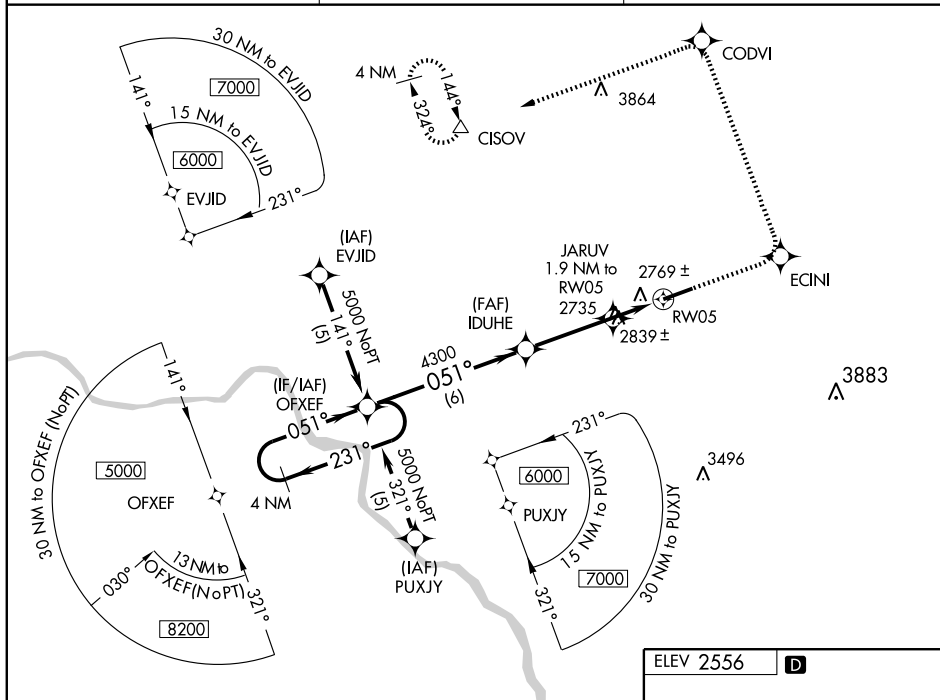
▼ DME/DME RNP-0.3 NA.
▲ Baro VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 6000 direct ECINI, and via 321° track to CODVI and via 231° track to CISOV and hold.

ASOS
135.675

SEATTLE CENTER
123.95 290.55

UNICOM
122.8 (CTAF) 0



APP CRS	Rwy Idg	5240
246°	TDZE	2549
	Apt Elev	2556

RNAV (GPS) RWY 23

PULLMAN/MOSCOW RGNL (PUW)

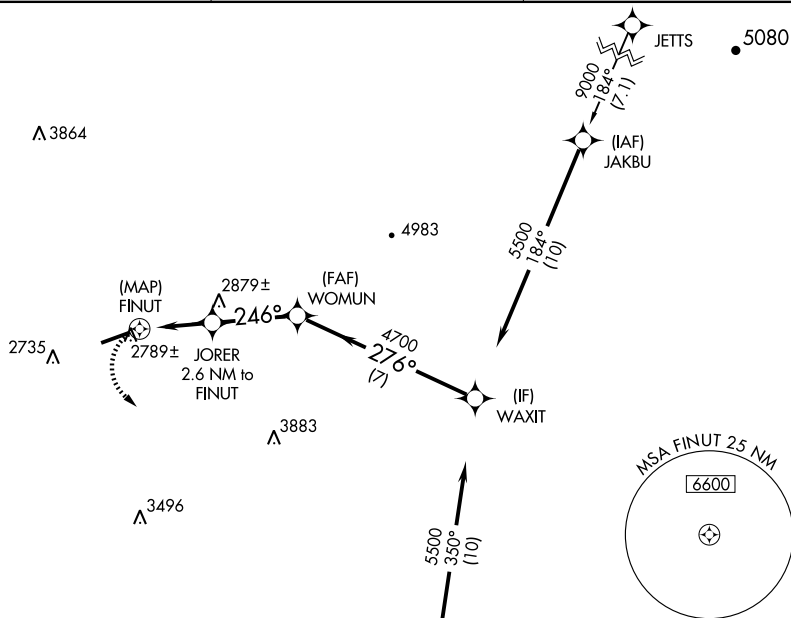
▼ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 6000 direct CESIN and hold.

ASOS
135.675

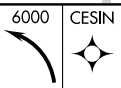
SEATTLE CENTER
123.95 290.55

UNICOM
122.8 (CTAF) 0

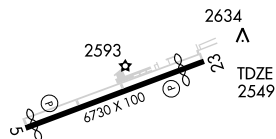


ELEV 2556

D



CATEGORY	A	B	C	D
LNAV MDA	3180-1	631 (700-1)	3180-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$)	3180-2 631 (700-2)
CIRCLING	3220-1	664 (700-1)	3220-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$)	3220-2 664 (700-2)



HIRL Rwy 5-23 **0**
REIL Rwy 5 and 23 **0**

VOR/DME PUW 109.0 Chan 27	APP CRS 026°	Rwy Idg 6200 TDZE 2540 Apt Elev 2556
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VOR RWY 5
PULLMAN/MOSCOW RGNL (PUW)

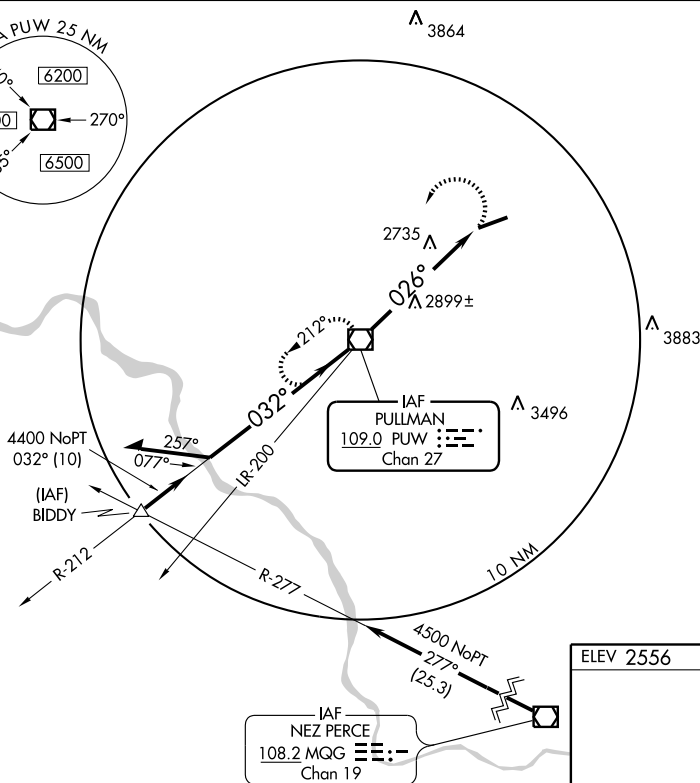
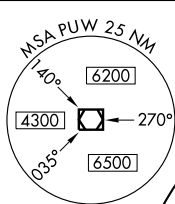
T When VGSI inoperative, circling Rwy 5 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 5000 direct PUW
VOR/DME and hold.

ASOS
135,675

SEATTLE CENTER
123.95 290.55

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

VOR/DME

50



21

4400

$$\underline{2.92^\circ}$$

TCH 55

— 026

PU

5.

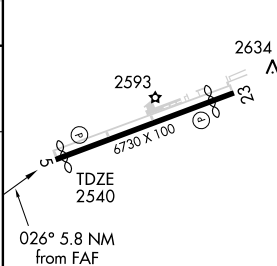
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ELEV 2556

D



CATEGORY	A	B	C	D
S-5	3120-1	580 (600-1)	3120-1½ 580 (600-1½)	3120-1¾ 580 (600-1¾)
CIRCLING	3220-1	664 (700-1)	3220-1¾ 664 (700-1¾)	3220-2 664 (700-2)

HIRL Rwy 5-23 **L**REIL Rwys 5 and 23 **L**

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

PULLMAN/MOSCOW, WASHINGTON

Amdt 8A 10210

BILIMANI/MOSCOW PCNII (PTIW)

VOR RWY 5

46°45'N-117°-07'W

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

PULLMAN/MOSCOW, ID
PULLMAN/MOSCOW RGNL

(PUW) 3 NE UTC-8(-7DT) N46°44.63' W117°06.58'
 2556 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE PUW
RWY 05-23: H6730X100 (ASPH) S-57, D-75, 2S-95, 2D-135 HIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 55'. Thld displcd 290'.
 Fence.

RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 60'. Thld displcd 801'.
 Ground.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-6730 TODA-6730 ASDA-6490 LDA-6200

RWY 23: TORA-6730 TODA-6730 ASDA-6040 LDA-5240

AIRPORT REMARKS: Attended 1600-0200Z. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509-338-3223. Non-paved areas soft. Acft must delay taxiing and remain behind the intermediate holding position line when large acft ops are in progress. No parking between rwy and taxiway and within 30' of taxiway to the north west. ACTIVATE HIRL Rwy 05-23, and REIL Rwy 05 and Rwy 23—CTAF. Landing fee for all commercial acft.

WEATHER DATA SOURCES: ASOS 135.675 (509)334-3222. HIWAS 109.0 PUW.

COMMUNICATIONS: CTAF/UNICOM 122.8

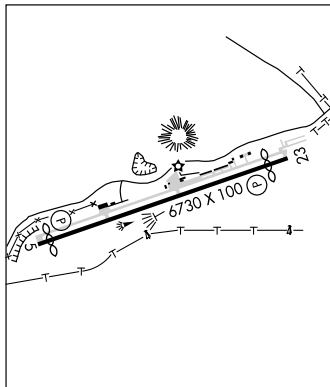
RCO 122.6 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 123.95

AIRSPACE: CLASS E svc Mon-Fri 1400-0600Z, Sat 1700-0000Z, Sun 1900-0600Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

(L) VORW/DME 109.0 PUW Chan 27 N46°40.46' W117°13.41' 028° 6.3 NM to fld. 2720/20E. HIWAS.
 DME unmonitored.

**PUYALLUP**

PIERCE CO-THUN FLD (PLU) 5 S UTC-8(-7DT) N47°06.24' W122°17.23'

538 B S4 FUEL 100LL OX 4 TPA-1538(1000) NOTAM FILE PLU

RWY 16-34: H3650X60 (ASPH) MIRL

RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 53'. Trees.

RWY 34: REIL. PAPI(P4R)—GA 4.0° TCH 53'. Road.

AIRPORT REMARKS: Attended 1600Z—dusk. Fuel avbl 24 hours with credit card. Ultralights prohibited. Noise sensitive all quadrants.

WEATHER DATA SOURCES: AWOS-3 128.575 (253) 848-2748.

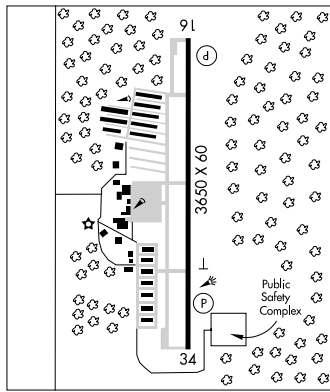
COMMUNICATIONS: CTAF/UNICOM 122.7

SEATTLE APP/DEP CON 126.5 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.86'

W122°28.50' 087° 8.1 NM to fld. 284/22E. No NOTAM MP
 Tue, Thu 0700-1600Z.



SEATTLE

L-1D

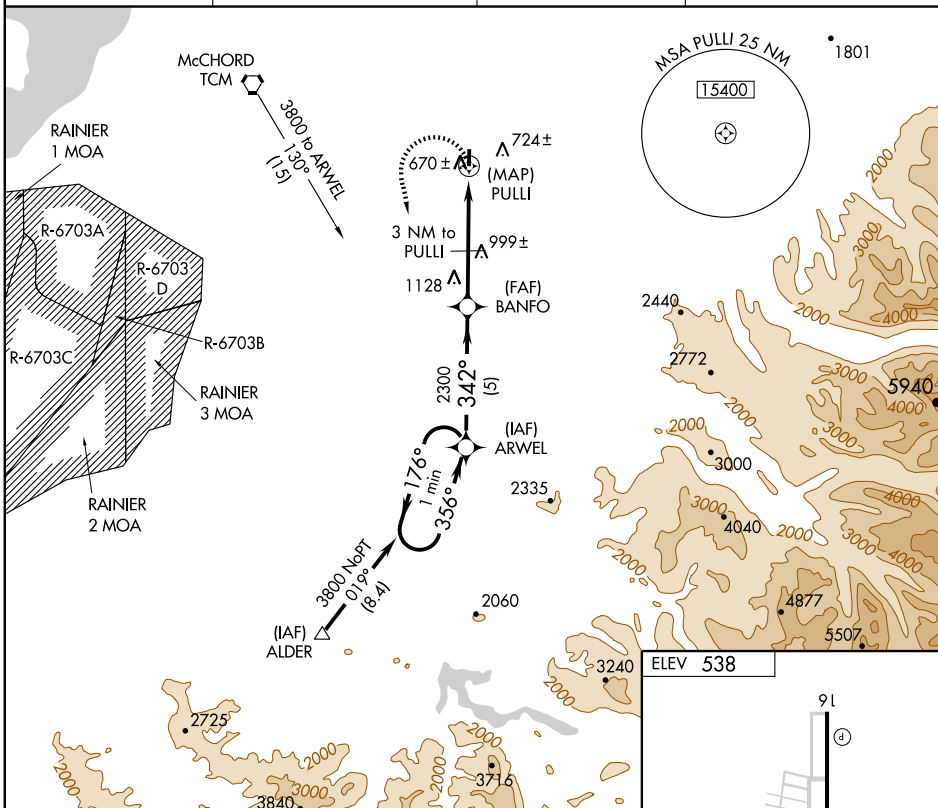
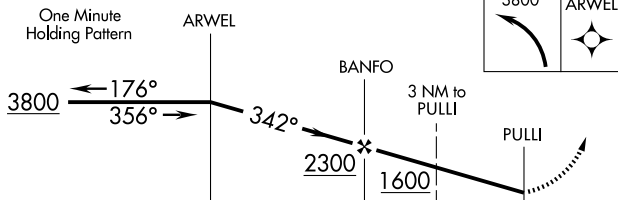
IAP

GPS RWY 34

PUYALLUP / PIERCE COUNTY-THUN FIELD (PLU)

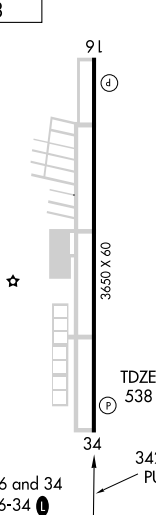
APP CRS
342°Rwy Idg **3650**
TDZE **538**
Apt Elev **538**

NA

MISSED APPROACH: Climbing left turn
to 3800 direct ARWEL WP and hold.AWOS-3
128.575SEATTLE APP CON
126.5 377.15CLNC DEL
121.85UNICOM
122.7 (CTAF) 0One Minute
Holding Pattern

CATEGORY	A	B	C	D
S-34	1200-1	662 (700-1)	NA	
CIRCLING	1200-1	662 (700-1)	NA	

ELEV 538

REIL Rwy 16 and 34
MIRL Rwy 16-34 0

10210

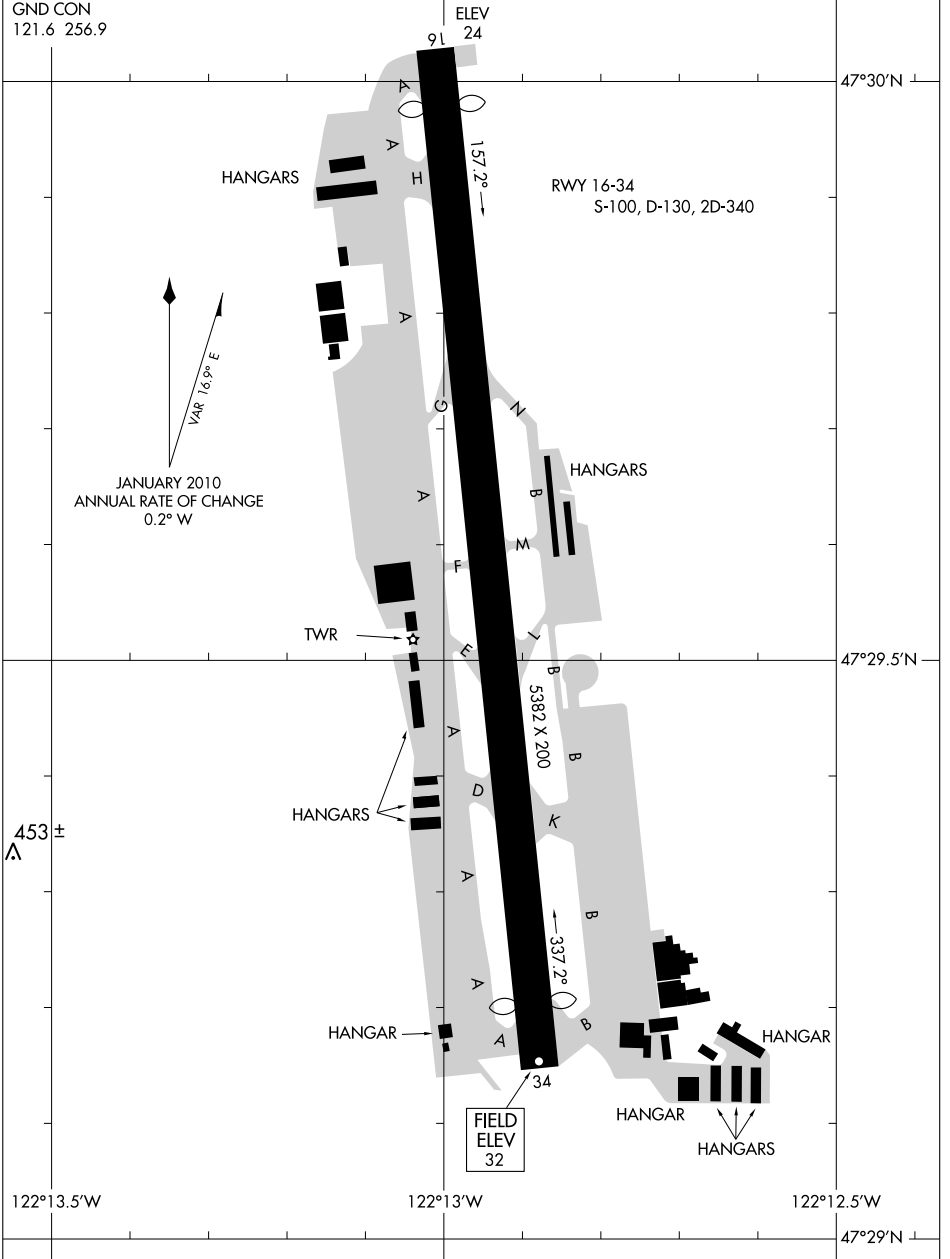
AIRPORT DIAGRAM

AL-5396 (FAA)

RENTON MUNI (RNT)
RENTON, WASHINGTON

ATIS
126.95
RENTON TOWER ★
124.7 256.9
GND CON
121.6 256.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

RENTON, WASHINGTON
RENTON MUNI (RNT)

10210

RENTON

RENTON MUNI (RNT) 0 NW UTC-8(-7DT) N47°29.59' W122°12.95'

SEATTLE

32 B S4 FUEL 100LL, JET A1+ OX 1, 2 TPA—See Remarks LRA NOTAM FILE RNT
 RWY 16-34: H5382X200 (ASPH-CONC-GRVD) S-100, D-130, 2D-340 MIRL (NSTD)

H-1B, L-1D
 IAP, AD

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 300'.

Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.75° TCH 59'. Thld dsplcd 340'.
 Road. Rgt tfc.

AIRPORT REMARKS: Attended 1500Z†—Dusk. Acft requiring svcs ctc 122.85 or 122.95. Numerous flocks of birds invof arpt and along Lake Washington shoreline at all times. Rwy 34 20' blast fence 190' from end of rwy. Be alert for Boeing production acft being towed across the rwy during hours twr closed. Seaplane base NW corner of arpt. TPA-1032(1000). TPA west of the fld is 1218' AGL due to terrain immediately west of the arpt. West twy closed to acft with wing span 118' or over. Noise abatement procedures in effect ctc arpt manager 425-430-7471. Rwy 16-34 NSTD MIRL, 340' SE end unlit. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and twy lgts—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (425) 255-6080. LAWRS.

COMMUNICATIONS: CTAF 124.7 ATIS 126.95 UNICOM 122.95

Ⓡ SEATTLE APP/DEP CON 119.2 (076°-160° Rwy 16) (341°-075°) 120.1

(199°-300°) 120.4 (301°-340° Rwy 34) 125.9 (076°-160° Rwy 34) (301°-340° Rwy 16) 126.5 (161°-198°)

TOWER 124.7 (Oct 1-Apr 30 1500-0400Z†, May 1-Sep 30 1500-0500Z†) GND CON 121.6

AIRSPACE: CLASS D svc Oct 1-Apr 30 1500-0400Z†, May 1-Sep 30 1500-0500Z† other times CLASS G.

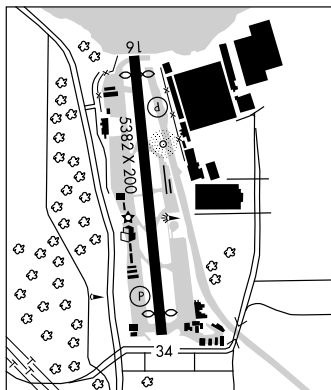
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12' W122°18.58' 029° 5.2 NM to fld. 354/19E.

NDB (MHW) 353 RNT N47°29.73' W122°12.88' at fld. NOTAM FILE RNT.

NDB unusable 035°-085° beyond 20 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



WILL ROGERS WILEY POST MEM SPB (W36) 1 N UTC-8(-7DT) N47°29.99' W122°13.16'

SEATTLE

14 S4 FUEL 100LL, JET A1+ OX 1, 2 LRA NOTAM FILE RNT

WATERWAY 12-30: 5000X200 (WATER)

WATERWAY 12: Rgt tfc

SEAPLANE REMARKS: Attended 1500Z†—Dusk. Ctc Renton twr when operating, for tfc data. When twr not operating announce intentions on 124.7. When flying inbound or outbound in the west channel waterway above 800' AGL ctc Boeing twr freq 118.3 for traffic advisories. Flocks of waterfowl in vicinity, CAUTION advised lgds and takeoffs. Extensive boating and personal watercraft in vicinity. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF 124.7 UNICOM 122.8

REPUBLIC

FERRY CO (R49) 6 NE UTC-8(-7DT) N48°43.09' W118°39.39'

SEATTLE

2522 B TPA—3322(800) NOTAM FILE SEA

L-13A

RWY 17-35: H3498X60 (ASPH) MIRL

RWY 17: REIL. Tree. Rgt tfc.

RWY 35: REIL. VASI(V2L)—GA 4.0° TCH 23'. Trees.

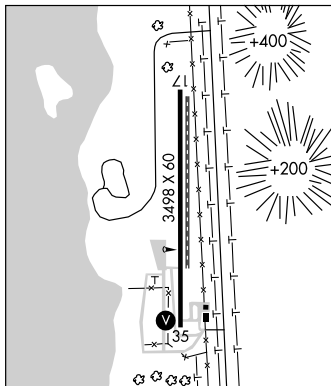
AIRPORT REMARKS: Unattended. Suggest ngt lgds be made on Rwy 35. Rwy 17-35 trees located on unlgtd unmarked mountainous terrain. P-lines NE of Rwy 17 lgtd dusk-dawn. ACTIVATE MIRL Rwy 17-35 and VASI Rwy 35, REIL Rwy 17 and Rwy 35—122.8.

COMMUNICATIONS: CTAF 122.9

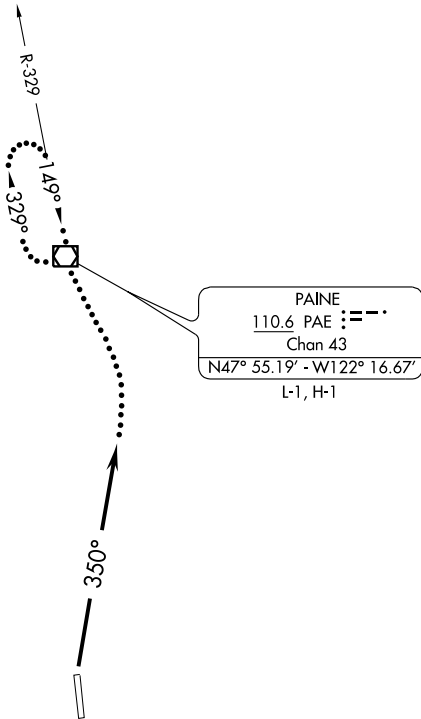
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68'

W119°25.44' 360° 86.2 NM to fld. 1250/21E.



ATIS 126.95
GND CON
121.6 256.9
RENTON TOWER ★
124.7 (CTAF) 256.9
SEATTLE DEP CON
119.2 284.7



NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 16: NA- ATC.
Rwy 34: Standard with minimum climb of 315' per NM to 800.

TAKE-OFF OBSTACLE NOTES

Rwy 34: Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL, wood piling, trees and terrain beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb heading 350°, maintain 3000, expect radar vectors, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing left turn direct PAE VOR/DME, continue climb-in PAE VOR/DME holding pattern to cross PAE VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NDB RNT 353	APP CRS 156°	Rwy Idg TDZE Apt Elev	5082 25 32
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NDB RWY 16

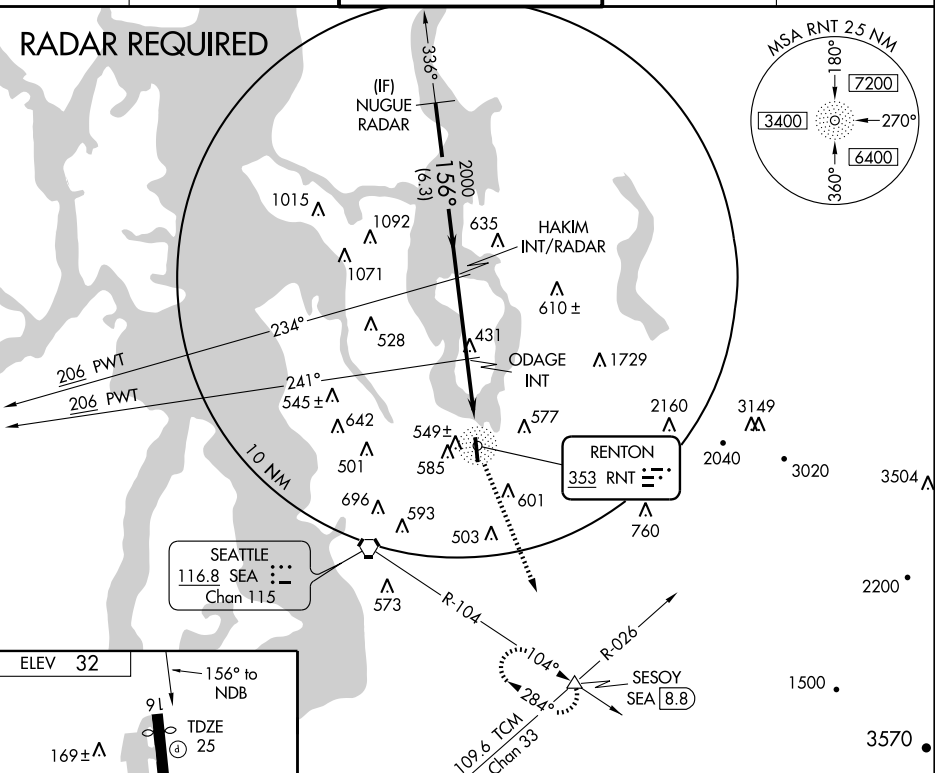
RENTON MUNI (RNT)

⚠ Circling NA W of Rwy 16-34. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climb to 5000 via 141° bearing from RNT NDB and SEA VORTAC R-104 to SESOY INT and hold, continue climb-in-hold to 5000.

ATIS 126.95	SEATTLE APP CON 119.2 284.7	RENTON TOWER★ 124.7 (CTAF) 0 256.9	GND CON 121.6 256.9	UNICOM 122.95
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RADAR REQUIRED



ELEV 32

156° to NDB
TDZE 25

169±Λ

218±Λ

TWR★ 98

Λ 453±

134 Λ

MIRL Rwy 16-34

REIL Rws 16 and 34

NUGUE RADAR		HAKIM INT/RADAR		ODAGE INT		5000	SEA R-104	SESOY △
2000		2000		1000		RNT 141°		
						NDB		
						6.3 NM	2.9 NM	2.8 NM
CATEGORY	A	B	C	D				
S-16	1000-1¼ 975 (1000-1¼)	1000-1½ 975 (1000-1½)	1000-3	975 (1000-3)				
CIRCLING	1000-1¼ 968 (1000-1¼)	1000-1½ 968 (1000-1½)	1000-3	968 (1000-3)				
ODAGE FIX MINIMUMS (DUAL ADF RECEIVERS REQUIRED)								
S-16	900-1 875 (900-1)	900-1¼ 875 (900-1¼)	900-2½ 875 (900-2½)	900-2¾ 875 (900-2¾)				
CIRCLING	900-1 868 (900-1)	900-1¼ 868 (900-1¼)	920-2¾ 888 (900-2¾)	920-3 888 (900-3)				

(RENTN2.RENTN) 09351

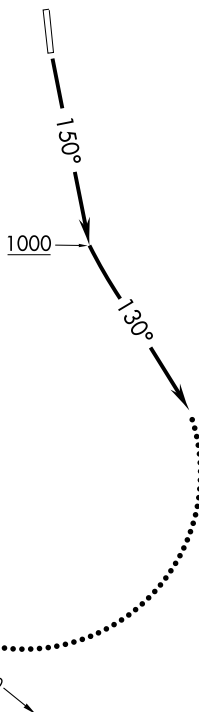
RENTN TWO DEPARTURE

SL-5396 (FAA)

RENTON MUNI (RNT)
RENTON, WASHINGTON

ATIS 126.95
GND CON
121.6 256.9
RENTON TOWER ★
124.7 (CTAF) 256.9
SEATTLE DEP CON
119.2 284.7

SEATTLE
116.8 SEA
Chan 115
N47°26.12' - W122°18.58'
L-1, H-1



NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 16: Standard with a minimum climb of 405' per NM to 800.
Rwy 34: NA- ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees, towers, lights and blast shield beginning 186' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and signs beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 150° to 1000, then climbing left turn heading 130°, expect radar vectors, maintain 3000, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing right turn direct SEA VORTAC, continue climb-in SEA VORTAC holding pattern to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

RENTN TWO DEPARTURE

(RENTN2.RENTN) 09351

RENTON, WASHINGTON
RENTON MUNI (RNT)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS
157°

Rwy Idg **5082**
TDZE **25**
Apt Elev **32**

RNAV (GPS) Y RWY 16

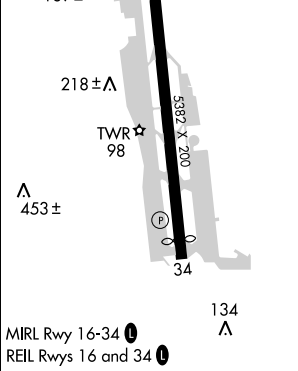
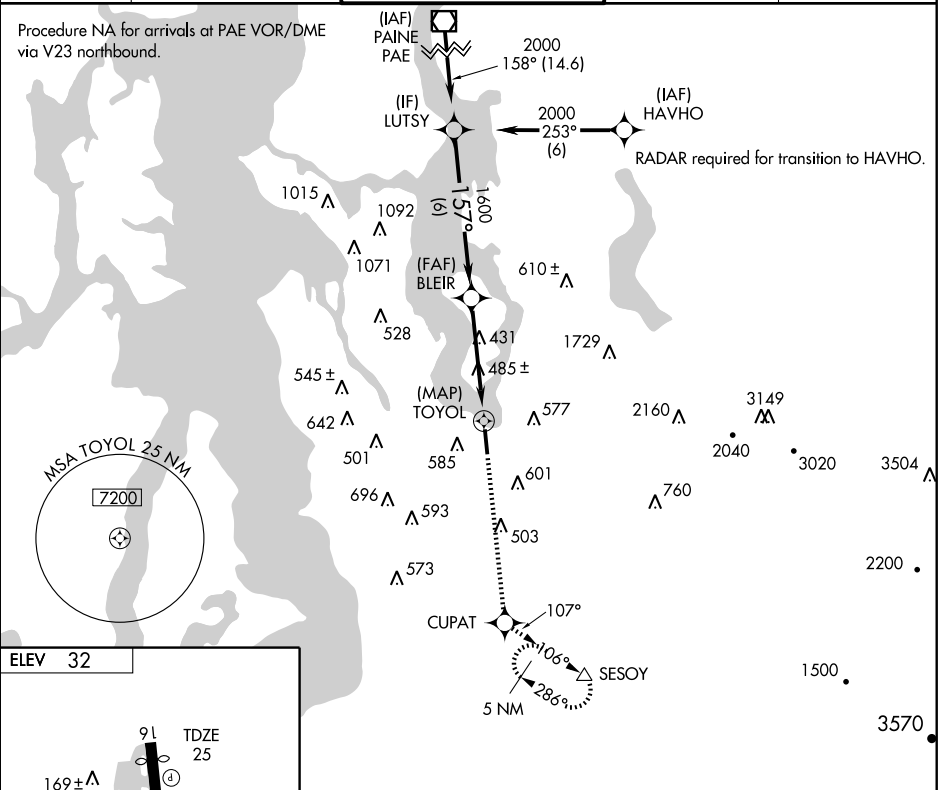
RENTON MUNI (R.NT)

▼ Circling NA W of Rwy 16-34. DME/DME RNP: 0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct CUPAT and via track 107° to SESOY and hold, continue climb-in-hold to 5000.

ATIS 126.95	SEATTLE APP CON 119.2 284.7	RENTON TOWER★ 124.7 (CTAF) 0 256.9	GND CON 121.6 256.9	UNICOM 122.95
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Procedure NA for arrivals at PAE VOR/DME via V23 northbound.



	5000	CUPAT	tr 107°	SESOY
	↑	✱	✱	△
LUTSY	2000	BLEIR	1.8 NM to TOYOL	TOYOL
Procedure Turn NA	157°	1600	3.04°	TCH 50
	6 NM	2.6 NM	1.8	0.3
CATEGORY	A	B	C	D
LNAV MDA	760-1	735 (800-1)	760-2	760-2½
			735 (800-2)	735 (800-2½)
CIRCLING	880-1	880-1½	920-2¾	920-3
	848 (900-1)	848 (900-1½)	888 (900-2¾)	888 (900-3)

WAAS CH 93610 W16A	APP CRS 157°	Rwy Idg TDZE 25 Apt Elev 32
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RNAV (GPS) Z RWY 16

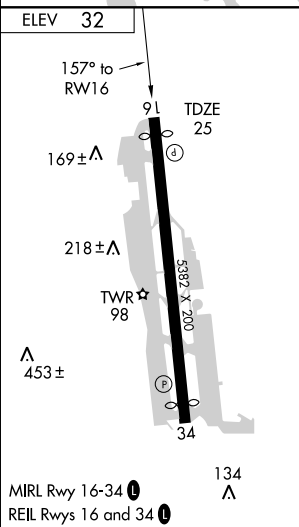
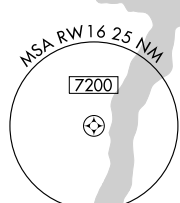
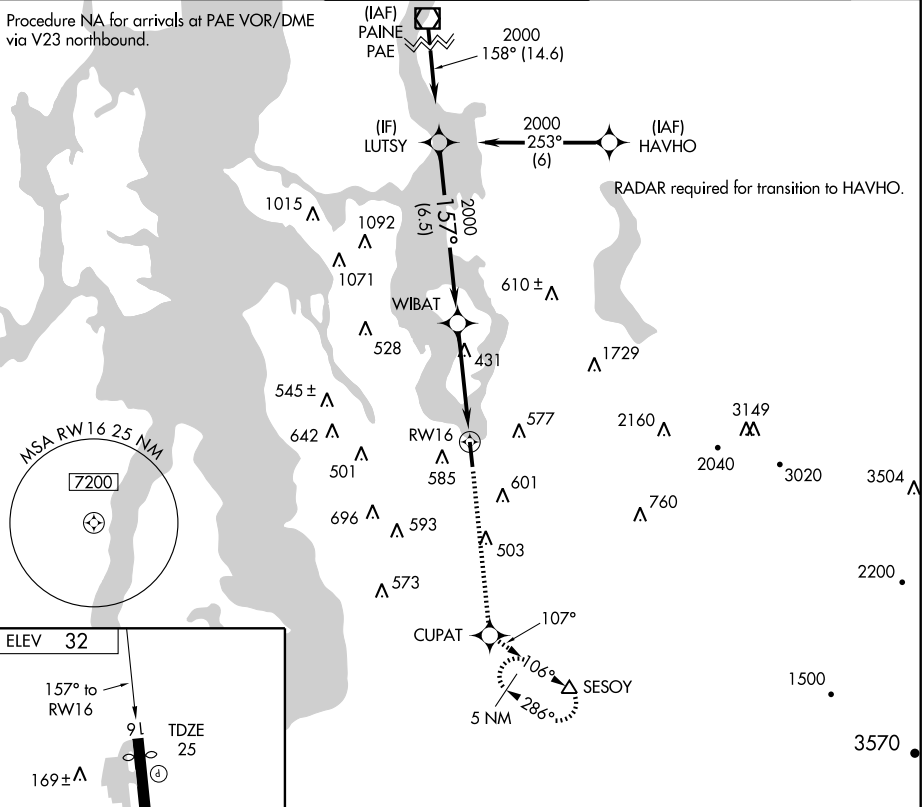
RENTON MUNI (RNT)

▼ DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct CUPAT and via track 107° to SESOY and hold, continue climb-in-hold to 5000.

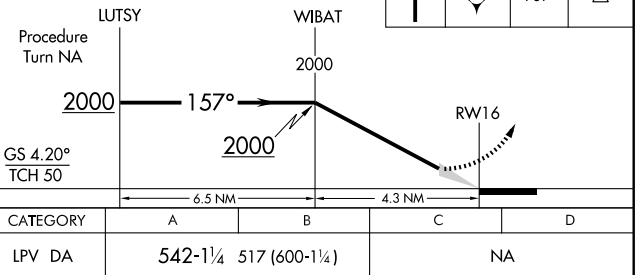
ATIS 126.95	SEATTLE APP CON 119.2 284.7	RENTON TOWER★ 124.7 (CTAF) 0 256.9	GND CON 121.6 256.9	UNICOM 122.95
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Procedure NA for arrivals at PAE VOR/DME via V23 northbound.



VGSI and RNAV glidepath not coincident.

5000	CUPAT	107°	SESOY
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RIBOO N46°22.23' W119°15.55'. NOTAM FILE SEA.
NDB (LOM) 260 RL 186° 4.3 NM to Richland. LOM unmonitored when PASCO twr clsd.

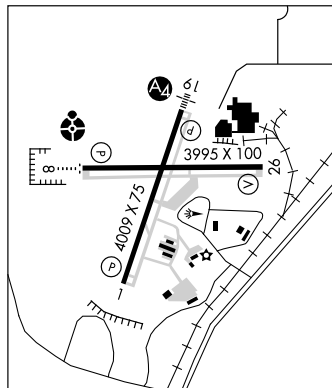
SEATTLE

RICHLAND (RLD) 2 NW UTC-8(-7DT) N46°18.34' W119°18.25'
 394 B S2 **FUEL** 100LL, JET A TPA-1194(800) NOTAM FILE RLD
RWY 01-19: H4009X75 (ASPH) S-30, D-45, 2D-70 MIRL
RWY 01: REIL. PAPI(P2L)-GA 3.0° TCH 30'. Antenna.
RWY 19: MALS. REIL. PAPI(P2L)-GA 3.0° TCH 30'. Pole. Rgt tfc.
RWY 08-26: H3995X100 (ASPH) S-30, D-45, 2D-70 MIRL
RWY 08: ODALS. PAPI(P2L) GA 3.0° TCH 40'. Ground.
RWY 26: VASI(V4L)-GA 3.0° TCH 50'. Railroad. Rgt tfc.

SEATTLE

L-13A

IAP



AIRPORT REMARKS: Attended 1600-0200Z±. Parachute Jumping.
 CAUTION: Road 550' west of approach end of Rwy 08. Rwy 08
 CLOSED nights to Part 135 operations. ACTIVATE MIRL Rwy
 01-19, REIL Rwy 01 and Rwy 19, MALS Rwy 19 and ODALS Rwy
 08-CTAF. VASI Rwy 26 and PAPI Rwy 01, Rwy 08 and Rwy 19 opr
 24 hrs.

WEATHER DATA SOURCES: AWOS-3 132.675 (509) 375-4247.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **CHINOOK APP/DEP CON** 128.75 (1400-0600Z±).

Ⓡ **SEATTLE APP/DEP CON** 132.6 (0600-1400Z±).

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VOR/DME 108.4 PSC Chan 21 N46°15.78'
 W119°06.94' 268° 8.3 NM to fld. 400/20E.

RIBOO NDB (LOM) 260 RL N46°22.23' W119°15.55' 186°
 4.3 NM to fld. LOM unmonitored when PASCO twr clsd.

ILS/DME 110.5 I-RLD Chan 42 Rwy 19 Localizer only. LOM RIBOO NDB. Unmonitored when PASCO
 twr clsd.

COMM/NAV/WEATHER REMARKS: CLNC DEL provided by SEATTLE Radio on 122.4.

RIMROCK

TIETON STATE (4S6) 2 S UTC-8(-7DT) N46°38.25' W121°07.44'

SEATTLE

2964 NOTAM FILE SEA

RWY 02-20: 2509X140 (TURF)

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. CLOSED 1 Oct-1 June. Rwy 02 obstructed by mountains at 1000'. Rwy 20 obstructed
 by mountains at 1000'. Pedestrians, vehicles and wildlife on and invof arpt. Rwy 02-20 surface rough. Ctc
 Washington State Aviation Division 360-651-6300 or for Washington only 1-800-552-0666 for facility
 information prior to use.

COMMUNICATIONS: CTAF 122.9

RITTS N48°03.17' W122°17.33'. NOTAM FILE PAE.

NDB (LOM) 396 PA 158° 8.8 NM to Snohomish Co (Paine Fld).

SEATTLE

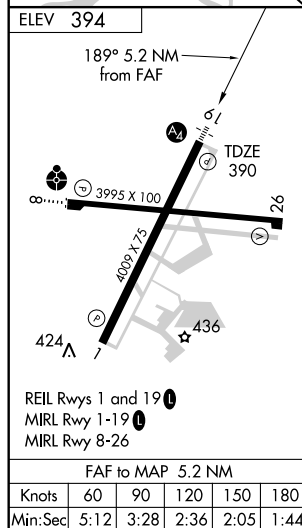
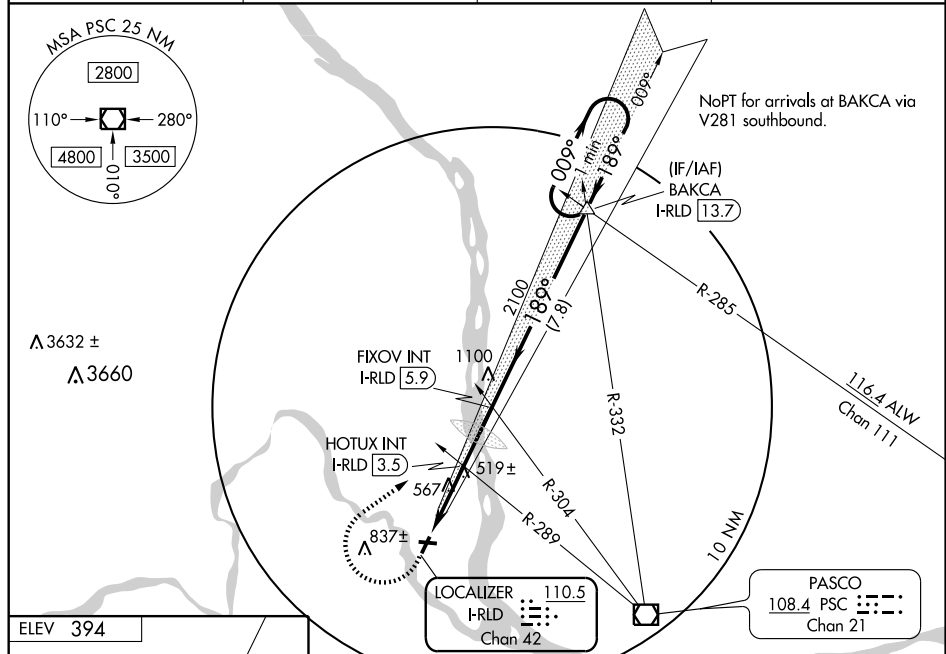
LOC/DME I-RLD 110.5 Chan 42	APP CRS 189°	Rwy Idg TDZE Apt Elev	4009 390 394
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LOC RWY 19

RICHLAND (RLD)

<p>▼</p> <p>▲ NA</p> <p>Visibility reduction by helicopters NA. VDP NA when using Pasco altimeter setting. When local altimeter setting not received, use Pasco altimeter setting and increase all MDA 40 feet. Inoperative table does not apply to S-19 all Cats, and HOTUX fix minimums S-19 Cat C.</p>	<p>MALS</p> <p>110.5</p> <p>42</p>	<p>MISSED APPROACH: Climbing right turn to 4000 via heading 038° and I-RLD NE course to BAKCA INT/I-RLD 13.7 DME and hold.</p>
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AWOS-3 132.675	CHINOOK APP CON ★ 128.75 377.2	CINC DEL 122.4	UNICOM 122.7 (CTAF) 0
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<div>4000</div> <div>hdg 038°</div>		I-RLD NE crs	BAKCA △	FIXOV INT I-RLD 5.9		BAKCA I-RLD 13.7	One Minute Holding Pattern
<div><div>I-RLD 0.7</div><div>I-RLD 1.9</div></div>		HOTUX INT I-RLD 3.5		<div>3.05° TCH 45</div> <div>2100</div>		<div>009° →</div> <div>← 189°</div> <div>4000</div>	
<div>1.2 NM</div>		<div>1.6 NM</div>		<div>2.4 NM</div>		<div>7.8 NM</div>	
CATEGORY		A		B		C	
S-19		1320-1¼ 930 (1000-1¼)				1320-2¾ 930 (1000-2¾)	
CIRCLING		1320-1¼ 926 (1000-1¼)				1320-2¾ 926 (1000-2¾)	
						1320-3 930 (1000-3)	
						1320-3 926 (1000-3)	
HOTUX FIX MINIMUMS							
S-19		800-¾ 410 (500-¾)		800-1¼ 410 (500-1¼)		1100-2¼ 710 (800-2¼)	
CIRCLING		980-1 586 (600-1)		1000-1 606 (700-1)		1000-1¾ 606 (700-1¾)	
						1140-2½ 746 (800-2½)	

VGSI and descent angles not coincident.

RNAV (GPS) RWY 19

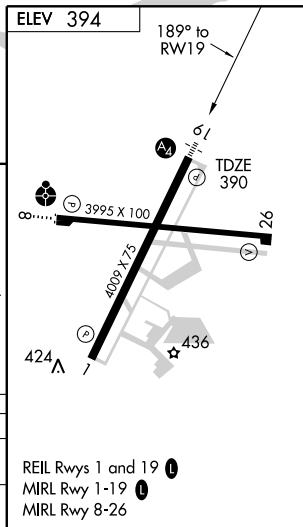
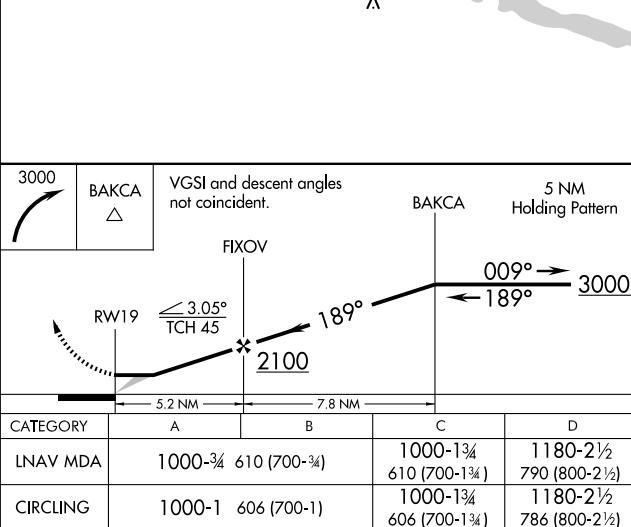
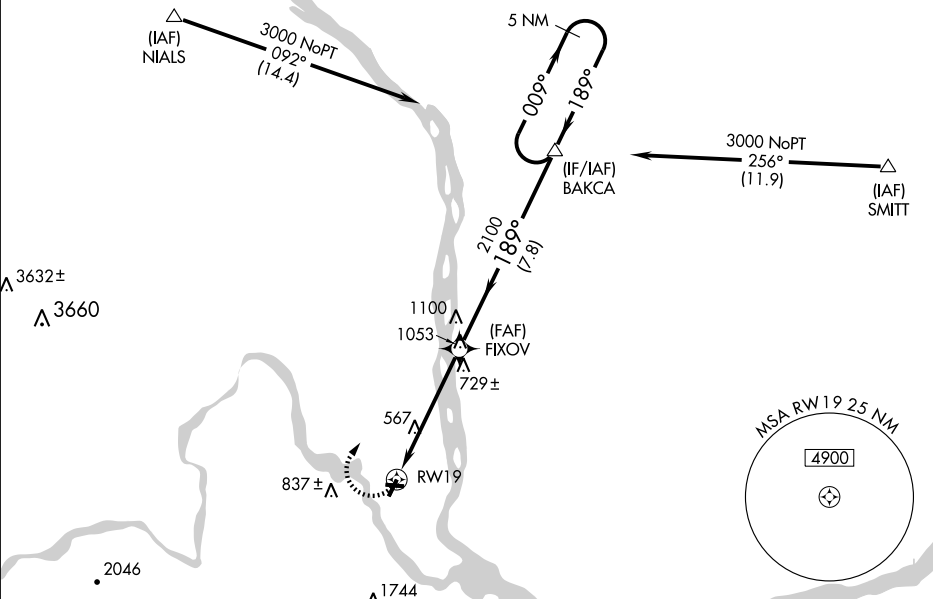
RICHLAND (RLD)

APP CRS	Rwy Idg	4009
189°	TDZE	390
	Apt Elev	394

▼ ▲	DME/DME-RNP: 0.3 NA. Inoperative table does not apply to Cat C.	MALS 	MISSED APPROACH: Climbing right turn to 3000 direct BAKCA and hold.
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AWOS-3 132.675	CHINOOK APP CON * 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) ①
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Procedure NA for arrivals at NIALS via V187 northwest bound, and arrivals at SMITT via V204 northbound.

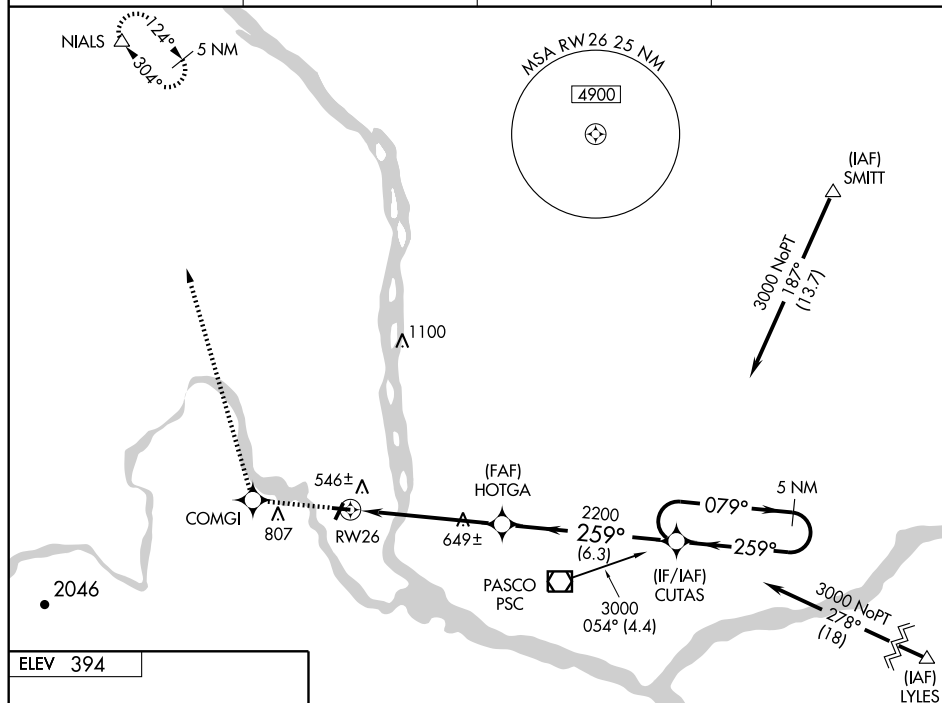


WAAS Chan 50299 W26A	APP CRS 259°	Rwy Idg 3995 TDZE 389 Apt Elev 394
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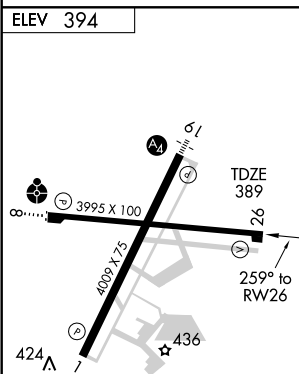
RNAV (GPS) RWY 26

RICHLAND (RLD)

	DME/DME RNP-0.3 NA. Baro-VNAV NA.		MISSED APPROACH: Climb to 3500 direct COMGI and via 327° track to NIALS and hold.	
	AWOS-3 132.675	CHINOOK APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) ①



Procedure NA for arrivals at PSC VOR/DME via V187 southwest bound.

REIL Rwy 1 and 19 **L**MIRL Rwy 1-19 **L**

MIRL Rwy 8-26

3500 ↑	COMGI ✦	327° track	NIALS △	CUTAS 5 NM Holding Pattern			
				079° → ← 259° <u>3000</u> GS 3.00° TCH 50			
CATEGORY	A		B		C		D
LPV DA	676-1 287 (300-1)						
LNAV/ VNAV	945-2 556 (600-2)						
LNAV MDA	920-1	531 (600-1)	920-1½ 531 (600-1½)		920-1¾ 531 (600-1¾)		
CIRCLING	1000-2 606 (700-2)					1140-2½ 746 (800-2½)	

RICHLAND, WASHINGTON

Orig-B 09239

RICHLAND (RLD)

46°18'N-119°18'W

RNAV (GPS) RWY 26

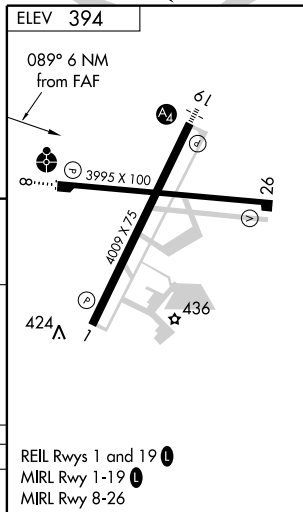
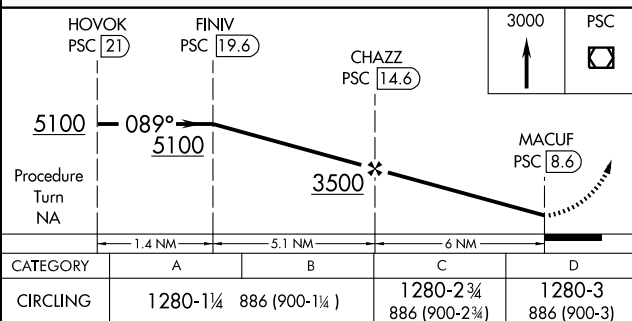
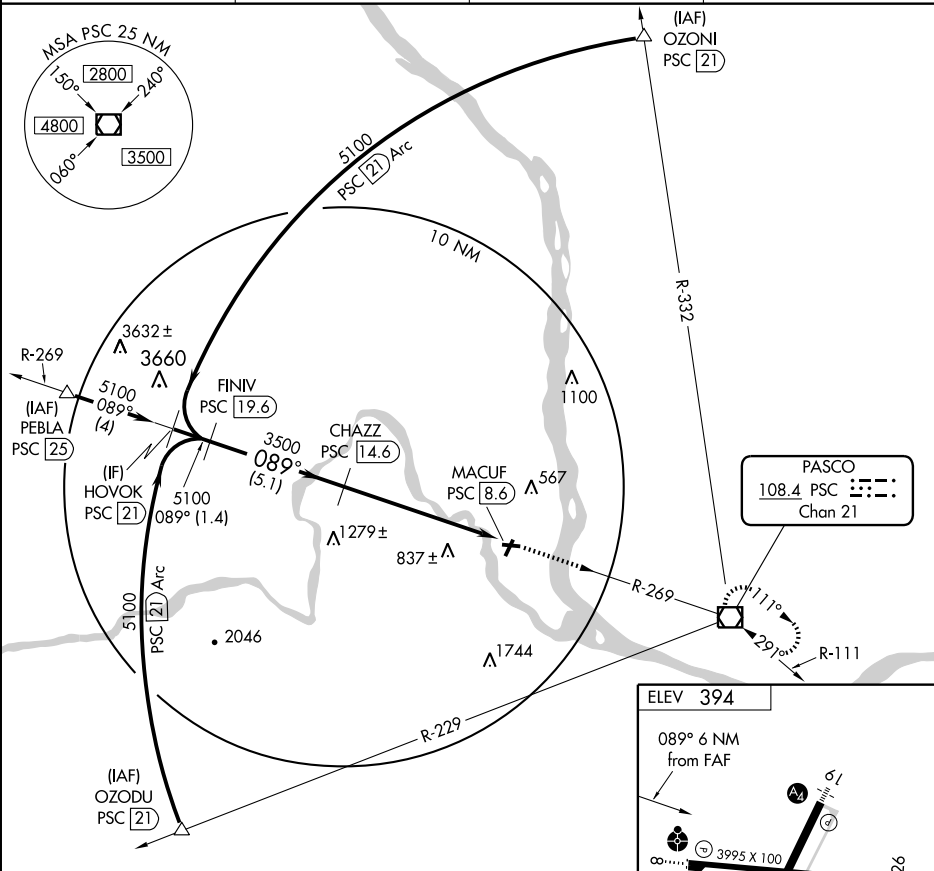
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME PSC 108.4 Chan 21	APP CRS 089°	Rwy Idg TDZE Apt Elev N/A N/A 394
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VOR/DME-A
RICHLAND (RLD)

<div><div>V</div><div>A</div></div>		MISSED APPROACH: Climb to 3000 direct PSC VOR/DME and hold.	
AWOS-3 132.675	CHINOOK APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0



VOR/DME PSC 108.4 Chan 21	APP CRS 269°	Rwy Idg TDZE Apt Elev	3995 389 394
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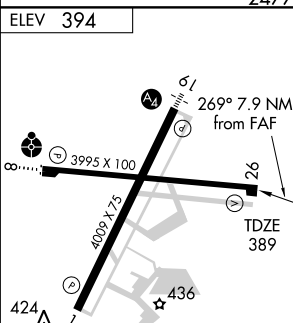
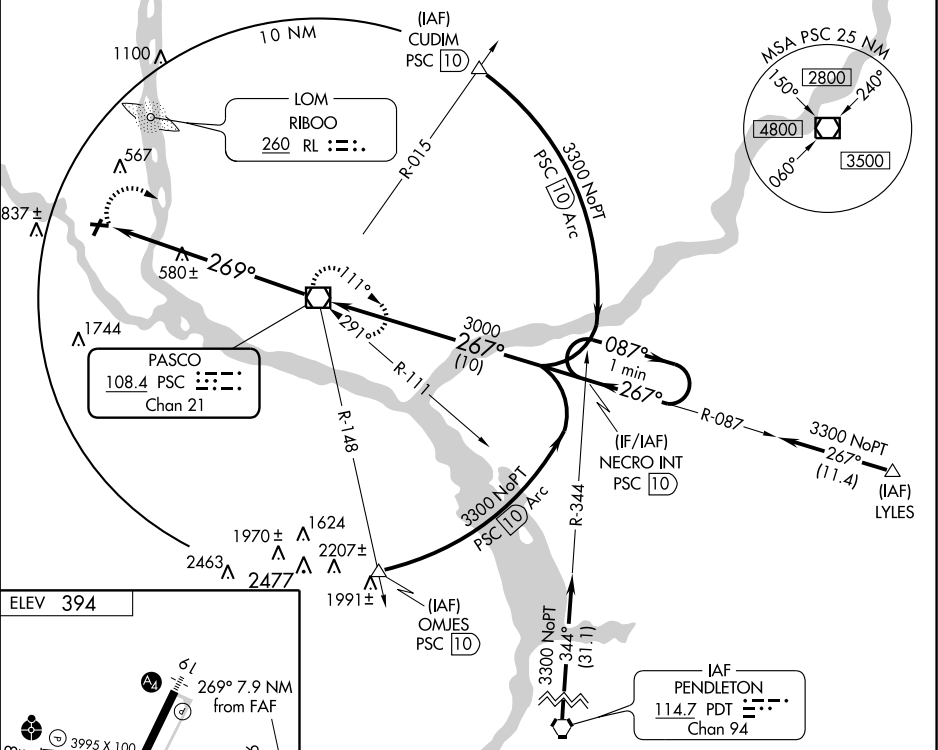
VOR RWY 26

RICHLAND (RLD)

<p>V A</p>		<p>MISSED APPROACH: Climbing right turn to 3000 direct PSC VOR/DME and hold.</p>	
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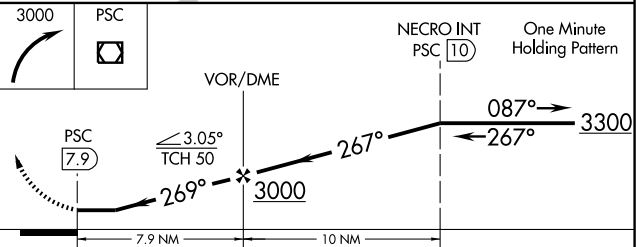
AWOS-3 132.675	CHINOOK APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals on PDT VORTAC airway radials 290 CW 029.



REIL Rwy 1 and 19
MIRL Rwy 1-19
MIRL Rwy 8-26

FAF to MAP 7.9 NM					
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38



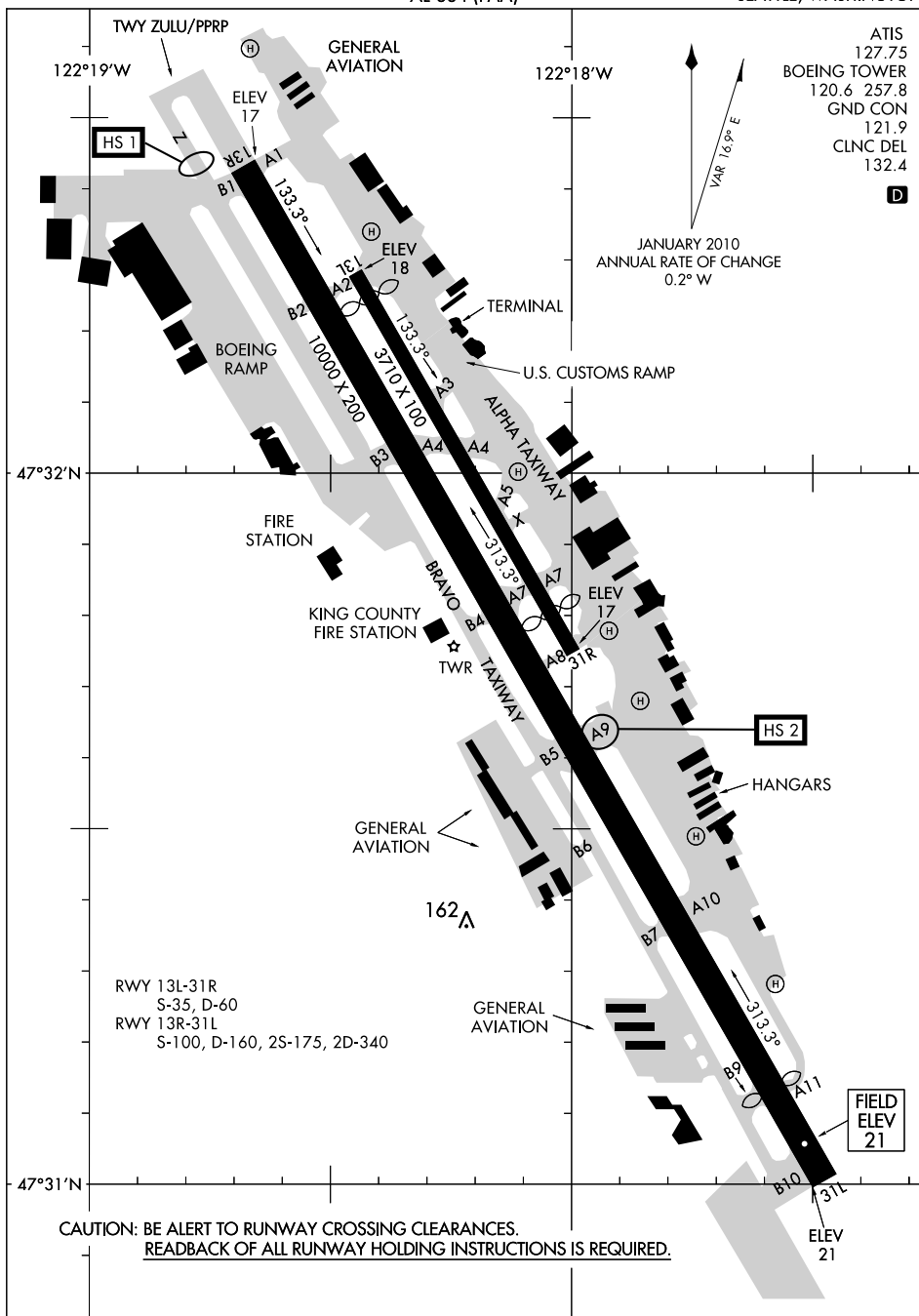
CATEGORY	A	B	C	D
S-26	1000-1 611 (700-1)		1000-1 611 (700-1 3/4)	1000-2 611 (700-2)
CIRCLING	1000-1 606 (700-1)		1000-1 606 (700-1 3/4)	1140-2 746 (800-2 1/2)

AIRPORT DIAGRAM

SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI)
AL-384 (FAA)

SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SEATTLE, WASHINGTON
SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI)

SEATTLE N47°26.12' W122°18.58' NOTAM FILE SEA.

SEATTLE

(H) **VORTACW** 116.8 SEA Chan 115 at Seattle-Tacoma Intl. 354/19E.

H-1B, L-1D

VOR portion unusable:

303°-333° beyond 20 NM below 2,900'
303°-333° beyond 30 NM below 4,000'
333°-353° beyond 15 NM below 3,500'
353°-008° beyond 20 NM below 2,900'
008°-023° beyond 20 NM below 3,500'

008°-023° beyond 30 NM below 4,100'
233°-273° beyond 8 NM below 5,500'
233°-273° beyond 20 NM below 8,000'
233°-273° beyond 30 NM below 10,000'
233°-273° beyond 35 NM below 3,500'

DME portion unusable:

008°-028° byd 20 NM blo 4,500'
008°-028° byd 30 NM blo 7,000'

303°-008° byd 30 NM below 3,500'
203°-253° byd 27 NM.

RCO 123.65 (SEATTLE RADIO) **RCO** 122.5 (SEATTLE RADIO)

SEATTLE

BOEING FLD/KING CO INTL (BFI) 4 S UTC-8(-7DT) N47°31.80' W122°18.12'

SEATTLE

21 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE

H-1B, L-1D

Class II, ARFF Index A NOTAM FILE BFI

IAP, AD

RWY 13R-31L: H10000X200 (ASPH-GRVD) S-100, D-160,

2S-175, 2D-340 HIRL

RWY 13R: MALSF. PAPI(P4L)—GA 3.0° TCH 39'. Fence. Rgt tfc.

RWY 31L: REIL. PAPI(P4L)—GA 3.1° TCH 39'. Thld dsplcd 880'.
Railroad.

RWY 13L-31R: H3710X100 (ASPH-GRVD) S-35, D-60 MIRL

RWY 13L: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 240'.
Glide Slope Antenna.

RWY 31R: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 365'.
Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 13R: TORA-10001 TODA-10000 ASDA-9120 LDA-9120

RWY 31L: TORA-10001 TODA-10001 ASDA-10001 LDA-9120

AIRPORT REMARKS:

Attended continuously. Bird flocks within arpt vicinity, check local advisories. BFI Tower is authorized to conduct simultaneous same direction ops to parallel rwys SR to SS for twin engine propeller driven or smaller acft. Rwy 13L-31R not available for air carrier ops. Rwy 13L-31R limited to use by acft up to 12,500 lbs. Touch and go lds prohibited 0600-1500Z†. Twr 80' AGL located 1200' north and 900' west of thld Rwy 13R. If access to Boeing ramp required; ctc Boeing Flight Dispatch 206-655-3421 for approval during normal duty hours. Twy A6 clsd indef. Twy B8 clsd indef. Twy A1 and Twy A from A1-A3 restricted to acft up to 150,000 pounds and less than 108' wingspan. Twy A2, B2 and A11 restricted to acft up to 60,000 pounds. Twy A3, A5, and A8 restricted to acft up to 12,500 pounds. PPR for parking arrangements for acft over 12,500 lbs maximum tkf weight is recommended. Twy A, B, and all intersections have NSTD markings. Extensive helicopter training activity on Twy B. For noise abatement procedures, ctc noise office at 206-296-7437. Twy Z and 880' special use pavement avbl 72 hrs PPR. Ctc arpt ops 206-296-7334. For Museum of Flight transient acft parking, prior permission required, call 206-764-5710. Itinerant/transient parking avbl. Ctc ops 206-296-7334. PPR for acft greater than 12,500 lbs. Rwy 13L-31R TPA-1000(979), Rwy 13R-31L TPA-800(779). HIRL Rwy 13R-31L open dusk-dawn. MIRL Rwy 13L-31R not opr 1400-2300Z†. Flight Notification Service (ADCUS) available. NOTE: See Special Notices Section—Simultaneous Operations.

WEATHER DATA SOURCES: ASOS (206) 763-6904.

COMMUNICATIONS: ATIS 127.75 (206) 767-4113 **UNICOM** 122.95

SEATTLE FSS (SEA) on arpt.

SEATTLE RCO 122.5 (SEATTLE RADIO) **SEATTLE RCO** 123.65 (SEATTLE RADIO)

Ⓡ **SEATTLE APP/DEP CON** 119.2 (076°-160° Rwy 13) (341°-075°) 120.1 (199°-300°) 120.4 (301°-340° Rwy 31) 125.9 (076°-160° Rwy 31) (301°-340° Rwy 13) 126.5 (161°-198°)

BOEING TOWER 120.6 (128°-308° and Departures Rwy 13R-31L, also all Jets, heavy aircraft and IFR arrivals. 118.3 309°-127° and Departures Rwy 13L-31R.)

GND CON 121.9 **CLNC DEL** 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

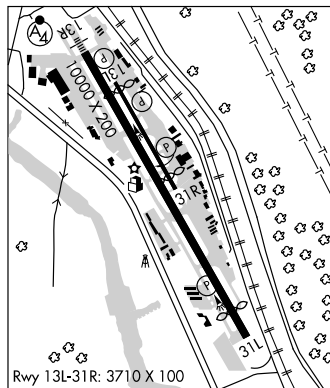
SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12' W122°18.58' 344° 5.7 NM to fld. 354/19E.

NOLLA NDB (LOM) 362 BF N47°37.95' W122°23.37' 130° 7.1 NM to fld.

ILS/DME 110.9 I-BFI Chan 46 Rwy 13R. Class IA. LOM **NOLLA NDB**. Localizer back course unusable byd 13 NM blo 3,500'. Localizer back course unusable byd 10° left and right of course. Localizer unusable byd 20° left of course. DME unusable byd 30° left of course.

ILS/DME 110.9 I-CHJ Chan 46 Rwy 31L. Class IA. Localizer unusable byd 15° east of course. ILS/DME unusable byd 10° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

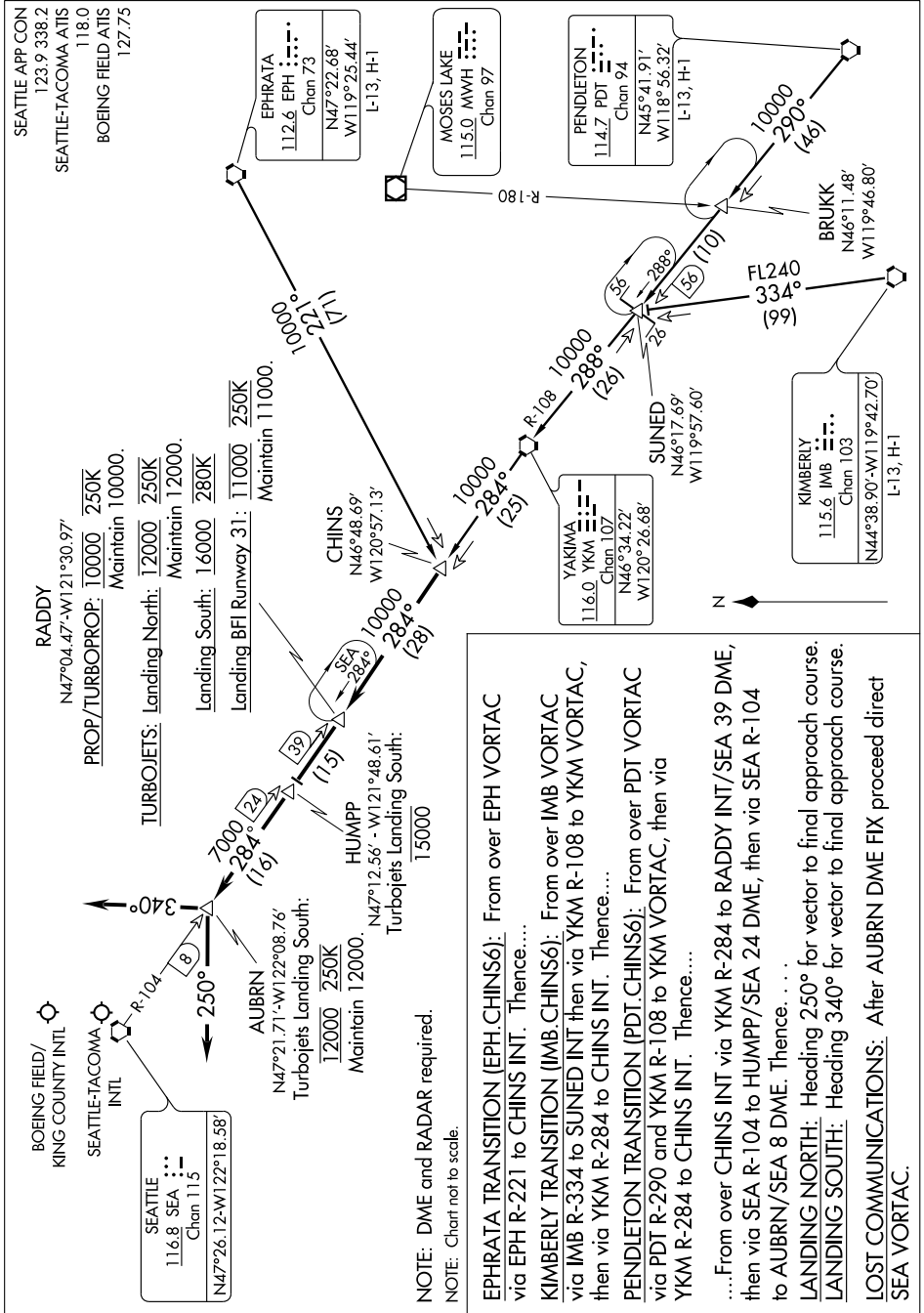


CHINS SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



CHINS SIX ARRIVAL

SEATTLE, WASHINGTON

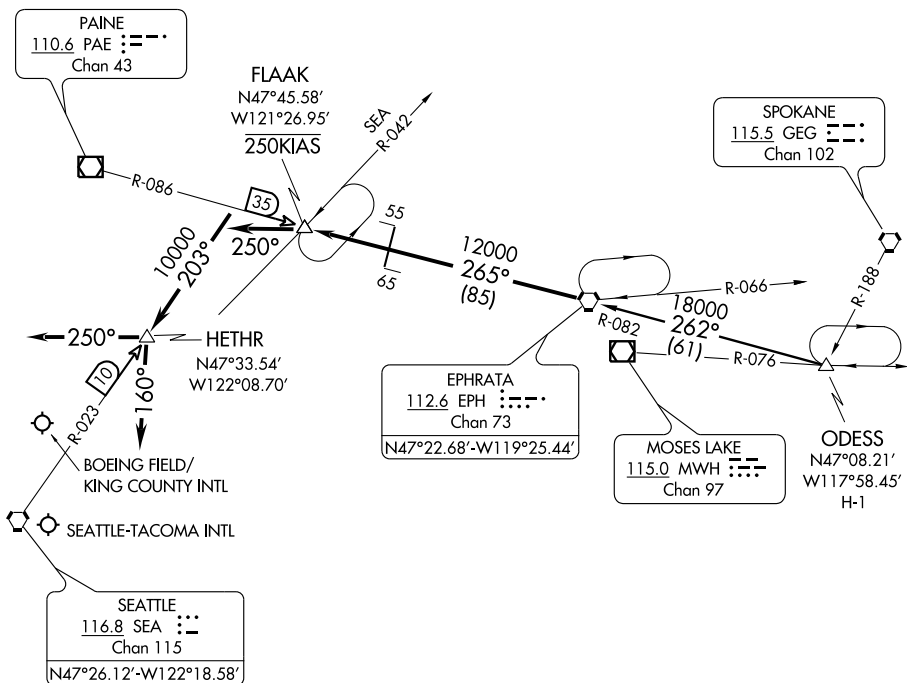
NW-1, 23 SEP 2010 to 21 OCT 2010

EPHRATA SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE APP CON
123.9 338.2
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75



NOTE: DME and RADAR required.

ODESS TRANSITION (ODESS.EPH6): From over ODESS INT via EPH R-082 to EPH VORTAC. Thence....

....From over EPH VORTAC via EPH R-265 and PAE R-086 to FLAAK INT. Then via heading 250° to intercept the SEA R-023, then via SEA R-023 to HETHR DME Fix, thence....

LANDING NORTH: Heading 160° for vectors to final approach course;

LANDING SOUTH: Heading 250° for vectors to final approach course.

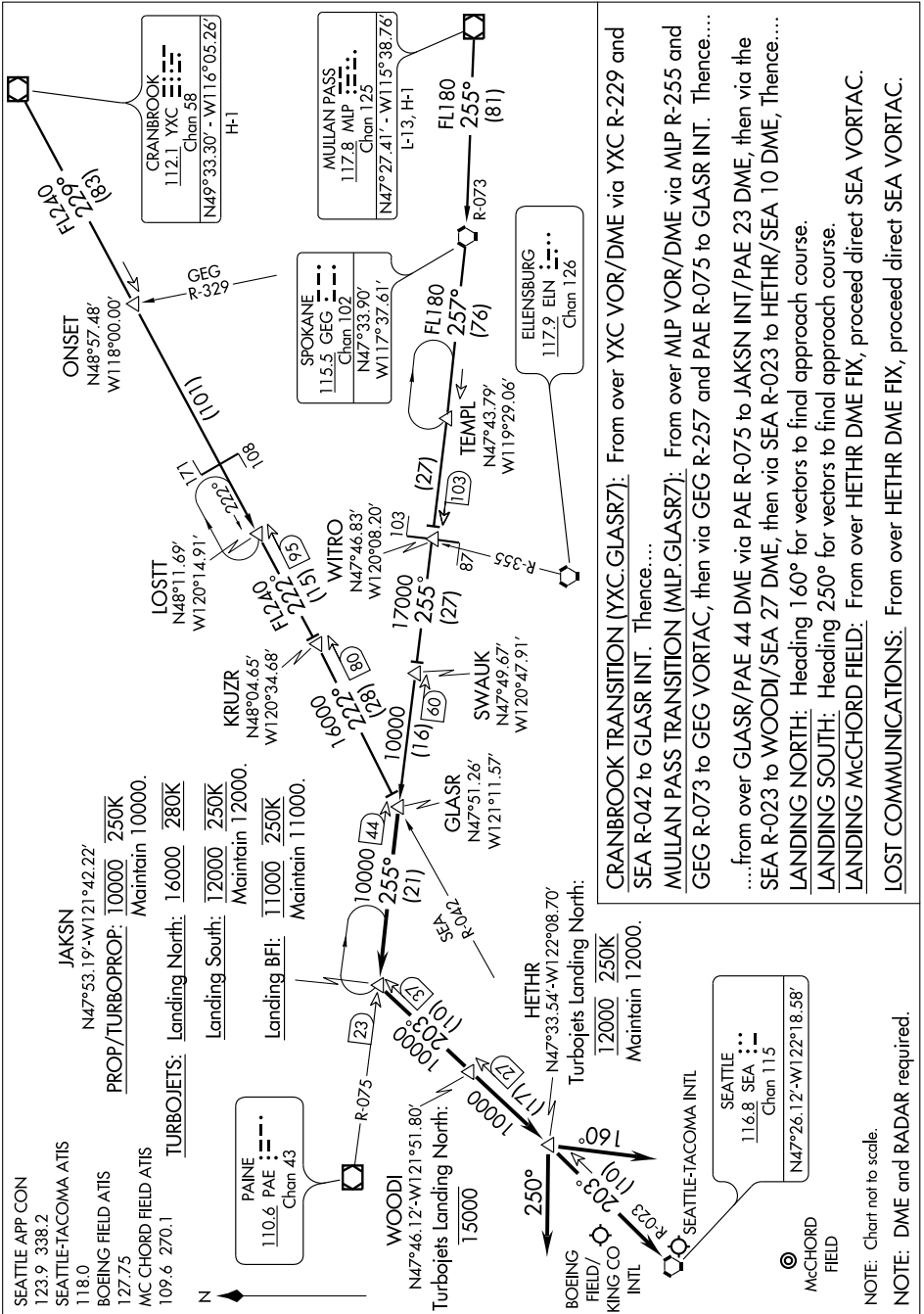
LOST COMMUNICATIONS: From over HETHR DME proceed direct SEA VORTAC.

GLASR SEVEN ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



GLASR SEVEN ARRIVAL

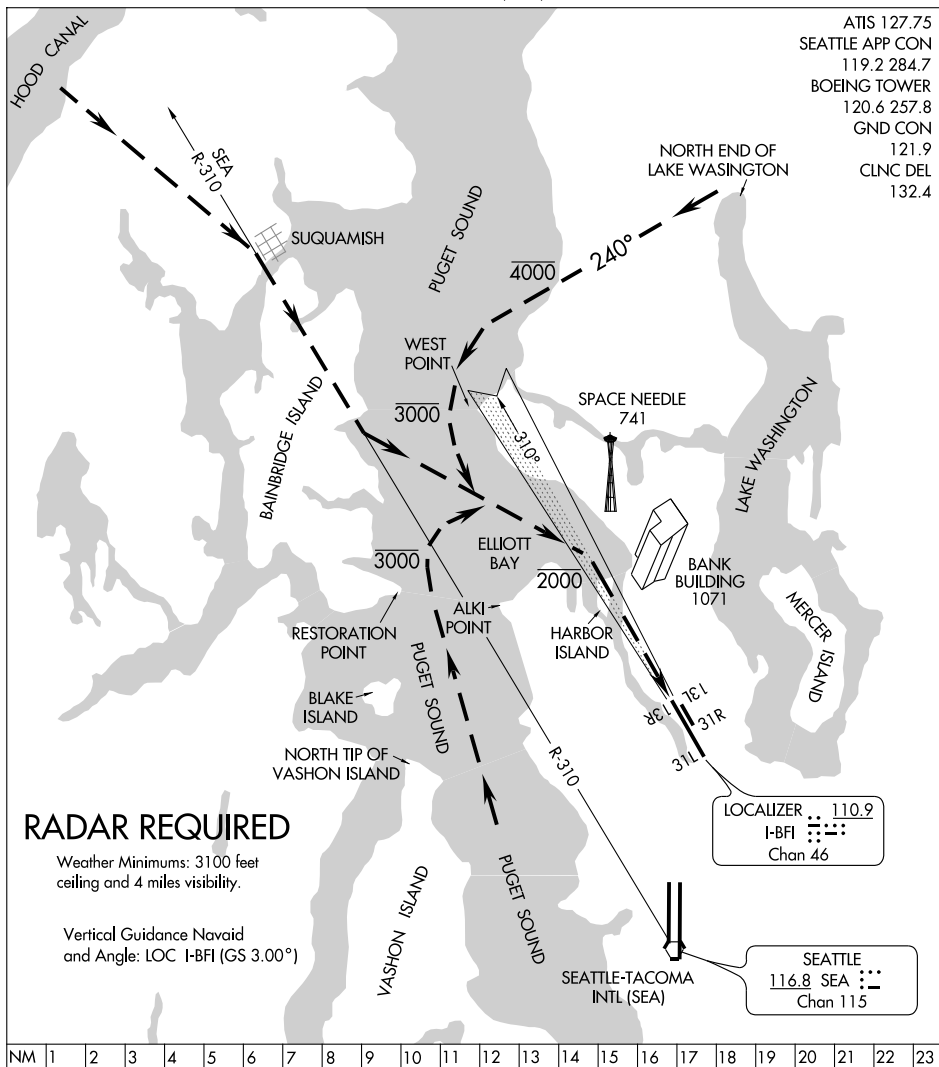
SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010

HARBOR VISUAL RWY 13R

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)
AL-384 (FAA) SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

HARBOR VISUAL APPROACH RWY 13R

Expect radar vectors from the Northwest, over the Hood Canal on the SEA R-310; from the North and Northeast, to the north end of Lake Washington; from the Southwest, South and Southeast, to Puget Sound abeam the north tip of Vashon Island. When cleared for the Harbor Visual Approach Runway 13R, proceed via the depicted routes over the middle of Puget Sound and Elliott Bay to Harbor Island and complete a straight in visual approach to Boeing Field/King County Intl Airport (BFI). Adherence to the recommended altitudes is strongly recommended to reduce the incidence of TCAS alarms. Visual approaches to Seattle-Tacoma Intl Airport (SEA) may be conducted simultaneously through Elliott Bay. It is essential that all aircraft remain in the center of Elliott Bay for noise abatement.

HARBOR VISUAL RWY 13R

47°32'N - 122°18'W

SEATTLE, WASHINGTON

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE, WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/ KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-CHJ **110.9** APP CRS **310°** Rwy Idg **9120**
 Chan **46** TDZE **21** Apt Elev **21**

ILS or LOC RWY 31L

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

V
A MISSED APPROACH: Climb to 700 then climbing left turn to 6000 via heading 285° and SEA R-310 to LOFAL Int/SEA 29.2 DME and hold.

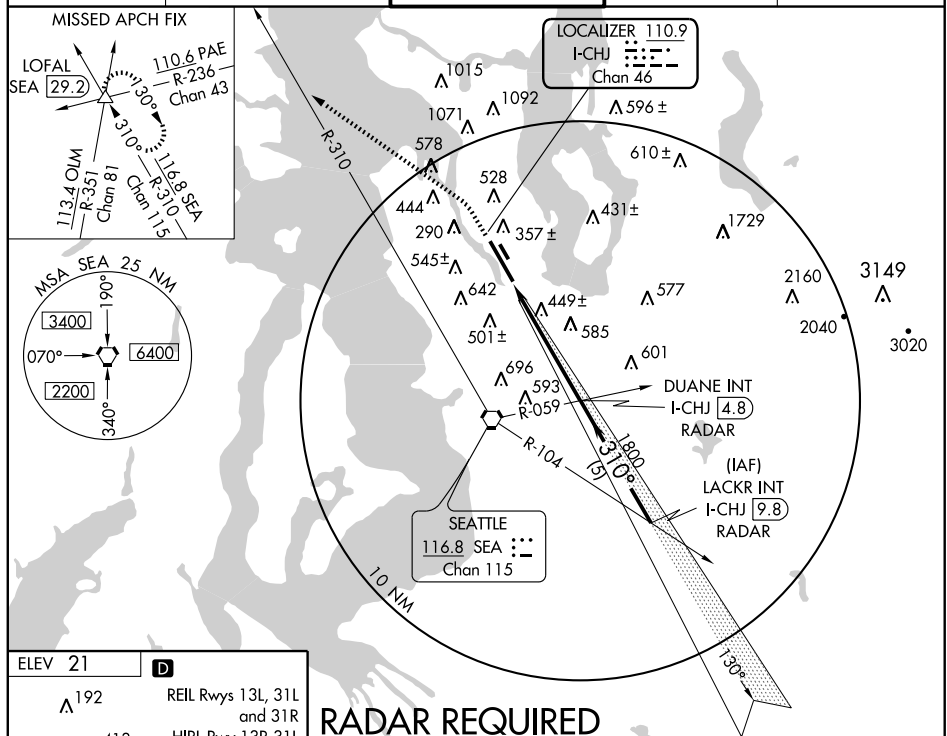
ATIS
127.75

SEATTLE APP CON
119.2 284.7

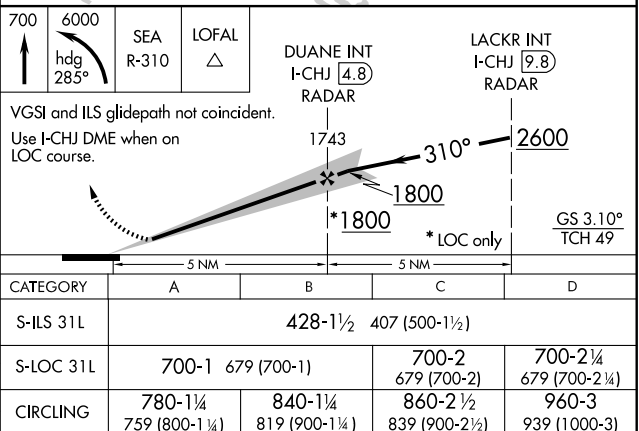
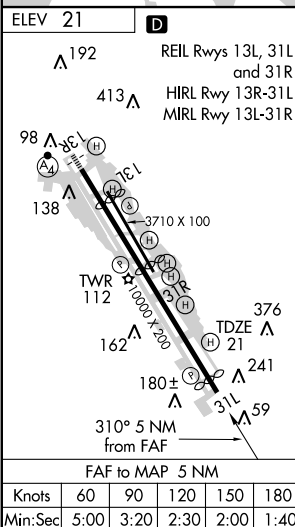
BOEING TOWER
120.6 257.8

GND CON
121.9

CLNC DEL
132.4



RADAR REQUIRED



SEATTLE, WASHINGTON

Amdt 1A 01JUL10

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

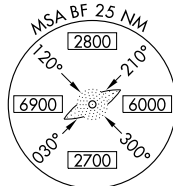
47°32'N - 122°18'W

ILS or LOC RWY 31L

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

MISSED APPROACH: Climb to 2000 via I-BFI SE course to COGAR/I-BFI 6 DME/SEA R-077, then continue climb to 6400 via I-BFI SE course and SEA R-104 to BLAKO Int/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

CLNC DEL
132,4



MIRL Rwy 13L-31R
HIRL Rwy 13R-31L
REIL Rwy 13L, 31L and 31R

BLAKO

VGSI and ILS glidepath not coincident.

2200

6.4 NM —————

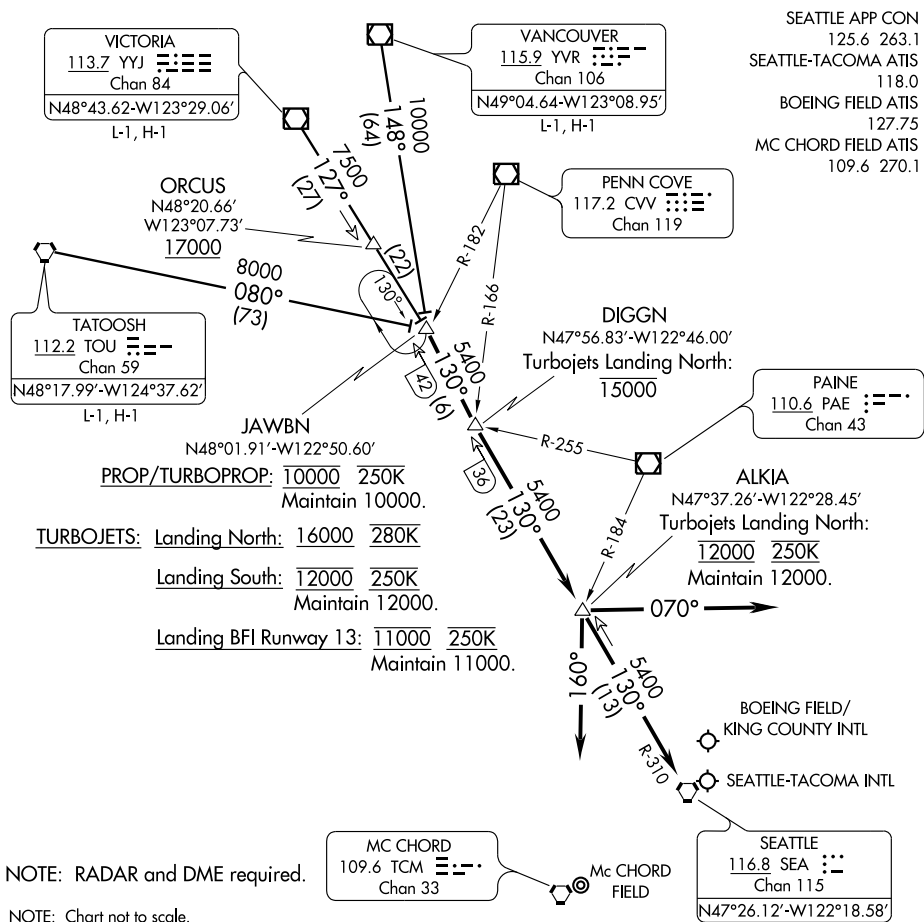
D

291/50 273 (300-1)

47°32'N - 122°18'W

ILS RWY 13R

NW-1. 23 SEP 2010 to 21 OCT 2010



TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.

LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

(KENTT4.KENTT) 10210
KENT FOUR DEPARTURE

SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI)
SL-384 (FAA) SEATTLE, WASHINGTON

ATIS 127.55
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8
SEATTLE DEP CON
119.2 284.7

VANCOUVER
115.9 YVR
Chan 106
N49°04.64'·W123°08.95'
L-1, H-1

CRANBROOK
112.1 YXC
Chan 58
N49°33.30'·W116°05.27'
H-1

TAKE-OFF OBSTACLES:
463' Tree
288' Tree
DEPARTURE OBSTACLES:
620' Tower
558' Tree
562' Tank

WHATCOM
113.0 HUH
Chan 77
N48°56.72'·W122°34.76'
L-1, H-1

PAINE
110.6 PAE
Chan 43
N47°55.19'·W122°16.67'
L-1

WENATCHEE
111.0 EAT
Chan 47
N47°23.98'·W120°12.65'
L-13

MOSES LAKE
115.0 MWH
Chan 97
N47°12.65'·W119°19.01'
L-13, H-1

SEATTLE
116.8 SEA
Chan 115
N47°26.12'·W122°18.58'
L-1, H-1

McCHORD
109.6 TCM
Chan 33
N47°08.86'·W122°28.50'
L-1, H-1

HOQUIAM
117.7 HQM
Chan 124
N46°56.82'·W124°08.96'
L-1, H-1

OLYMPIA
113.4 OLM
Chan 81
N46°58.30'·W122°54.11'
L-1, H-1

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'·W122°35.49'
L-1, H-1

YAKIMA
116.0 YKM
Chan 107
N46°34.22'·W120°26.68'
L-13, H-1

ELLENSBURG
117.9 ELN
Chan 126
N47°01.46'·W120°27.51'
L-13

TAKE-OFF Rwy 13L/R: Standard with a minimum climb of
380' per NM to 700'.

NOTE: Chart not to scale.

NOTE: No left turns authorized until leaving 1000'.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing right turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

LOC/DME I-BFI 110.9 Chan 46	APP CRS 130°	Rwy Idg TDZE Apt Elev	9120 18 21
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LOC/DME RWY 13R

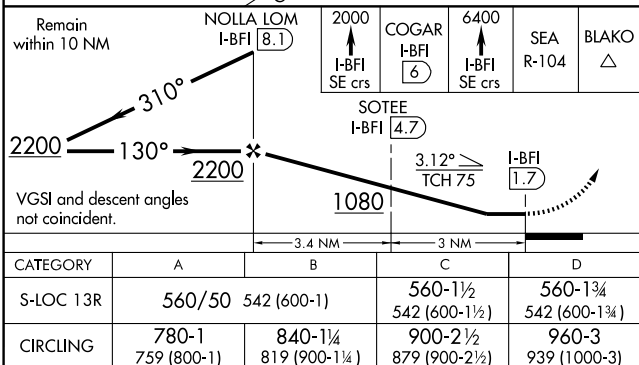
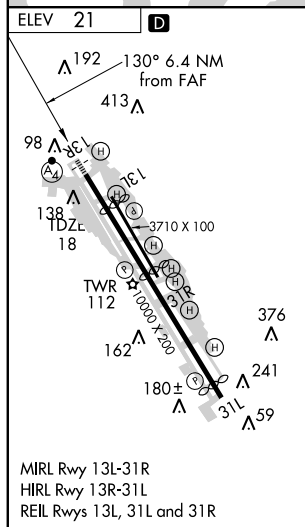
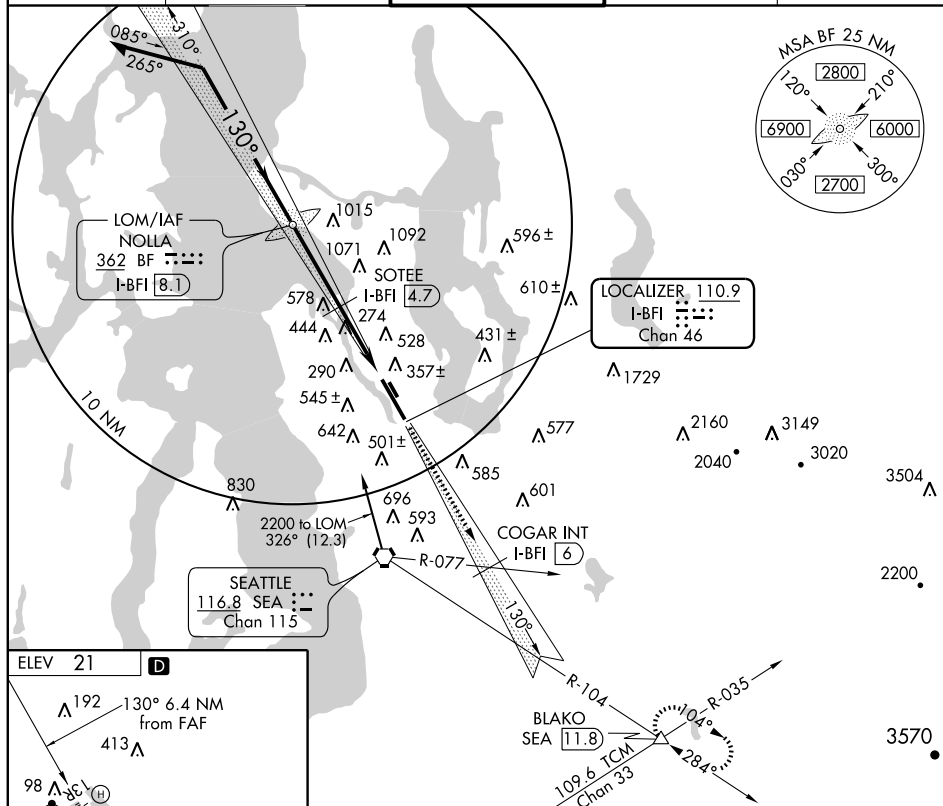
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

▼ Inoperative table does not apply. Visibility reduction by helicopters NA. Front course unusable beyond 20 degrees left of course.

MALSF
A4

MISSED APPROACH: Climb to 2000 via I-BFI SE course to COGAR/I-BFI 6 DME/SEA R-077, then continue climb to 6400 via I-BFI SE course and SEA R-104 to BLAKO Int/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

ATIS 127.75	SEATTLE APP CON 119.2 284.7	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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SEATTLE, WASHINGTON

Amdt 2 17DEC09

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

47°32'N - 122°18'W

LOC/DME RWY 13R

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

NEEDLE SIX DEPARTURE

SEATTLE/ BOEING FIELD/KING COUNTY INTL (BFI)
SL-384 (FAA) SEATTLE, WASHINGTON

ATIS 127.75
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8
SEATTLE DEP CON
119.2 284.7

VANCOUVER
115.9 YVR
Chan 106
N49°04.64'-W123°08.95'
L-1, H-1

CRANBROOK
112.1 YXC
Chan 58
N49°33.30'-W116°05.27'
H-1

WHATCOM
113.0 HUH
Chan 77
N48°56.72'-W122°34.76'
L-1, H-1

TAKE-OFF OBSTACLES:
192' Flagpole
350' Tower

DEPARTURE OBSTACLES:
1071' Building
578' Towers

VICTORIA
113.7 YYJ
Chan 84
N48°43.62'-W123°29.06'
L-1, H-1

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

PAINE
110.6 PAE
Chan 43
N47°55.19'-W122°16.66'
L-1

WENATCHEE
111.0 EAT
Chan 47
N47°23.98'-W120°12.65'
L-13

MOSES LAKE
115.0 MWH
Chan 97
N47°12.65'-W119°19.01'
L-13, H-1

HOQUIAM
117.7 HQM
Chan 124
N46°56.82'-W124°08.96'
L-1, H-1

OLYMPIA
113.4 OLM
Chan 81
N46°58.30'-W122°54.11'
L-1, H-1

ELLENSBURG
117.9 ELN
Chan 126
N47°01.46'-W120°27.51'
L-13

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'
L-1, H-1

YAKIMA
116.0 YKM
Chan 107
N46°34.22'-W120°26.68'
L-13, H-1

TAKE-OFF Rwy 31L/R: Standard with a minimum climb of
350' per NM to 1300'.
NOTE: No right turns authorized until leaving 1300'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 31L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

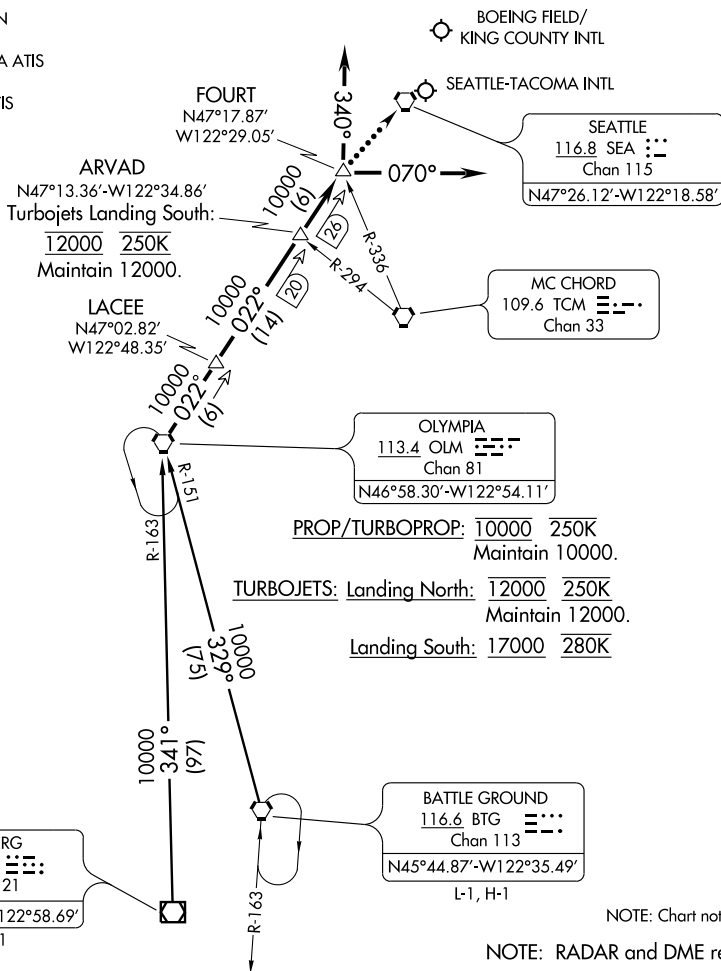
LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing left turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

OLYMPIA SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE APP CON
125.6 263.1
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75



BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence....

NEWBERG TRANSITION (UBG.OLM6): From over UBG VOR/DME via UBG R-341 and OLM R-163 to OLM VORTAC. Thence....

....From over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence...

LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final approach course.

LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course.

LOST COMMUNICATIONS: From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

OLYMPIA SIX ARRIVAL

(OLM.OLM6) 08045

SEATTLE, WASHINGTON

APP CRS	Rwy Idg	9120
130°	TDZE	18
	Apt Elev	21

RNAV (GPS) Y RWY 13R

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

▼ Circling to Rwy 13L/31R NA at night.
▲ Inoperative table does not apply. DME/DME RNP -0.3 NA.
 Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 6400 direct DUANE and via 117° track to BLAKO and hold, continue climb-in-hold to 6400.

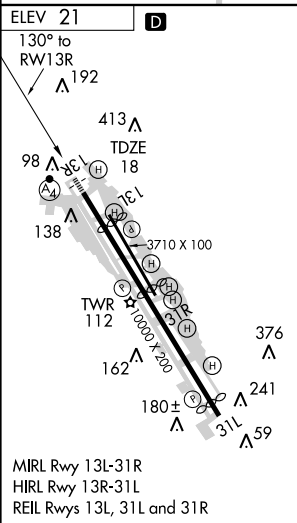
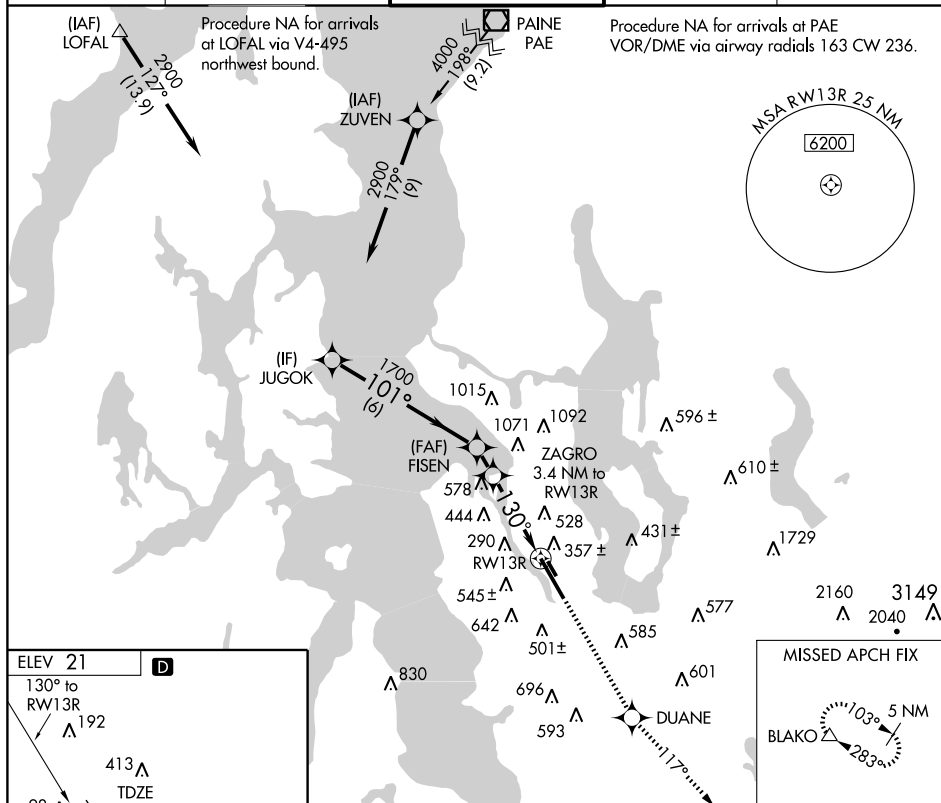
ATIS
127.75

SEATTLE APP CON
119.2 284.7

BOEING TOWER
120.6 257.8

GND CON
121.9

CLNC DEL
132.4



<p>JUGOK</p> <p>2900</p> <p>101°</p> <p>1700</p> <p>130°</p> <p>1280</p> <p>6 NM</p> <p>1.1 NM</p> <p>1.4 NM</p> <p>2 NM</p> <p>RW13R</p> <p>VGS and descent angles not coincident.</p>			<p>6400</p> <p>DUANE</p> <p>117° trk</p> <p>BLAKO</p>	
<p>Procedure Turn NA</p>				
CATEGORY	A	B	C	D
LNAV MDA	720/50	703 (700-1)	720-2 703 (700-2)	720-2¼ 703 (700-2¼)
CIRCLING	780-1 759 (800-1)	840-1¼ 819 (900-1¼)	900-2¾ 879 (900-2¾)	960-3 939 (1000-3)

APP CRS	Rwy ldg	9120
130°	TDZE	18
	Apt Elev	21

RNAV (RNP) Z RWY 13R

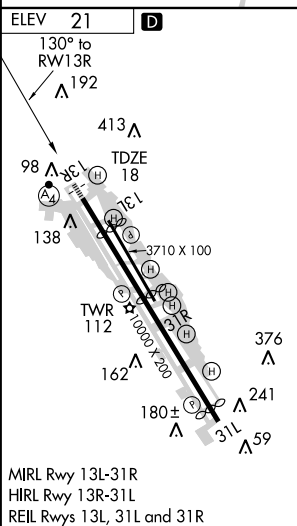
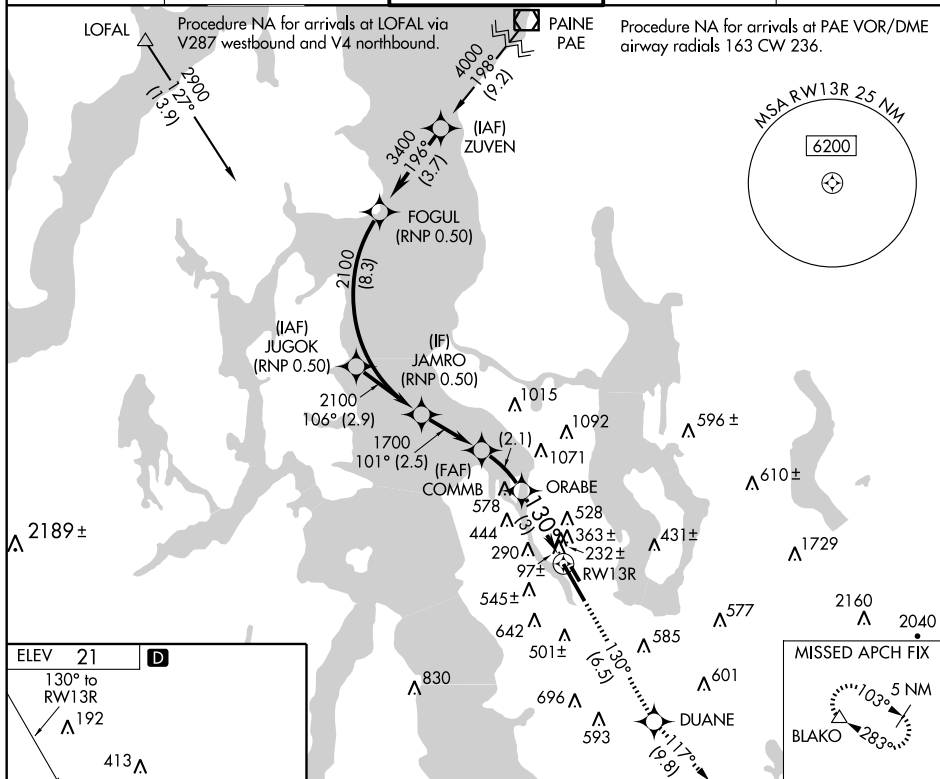
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)



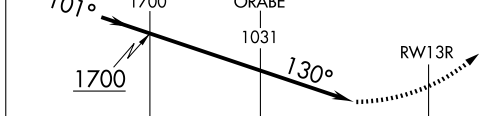
GPS and RF required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 48°C (119°F). For inoperative MALSF, increase RNP 0.15 visibility to 1¾, RNP 0.30 to 2¼.

MALSF
A4

MISSED APPROACH: Climb to 2000 via 130° track to DUANE then climb to 6400 via 117° track to BLAKO and hold. Continue climb-in-hold to 6400.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4



JAMRO	VGSI and RNAV glidepath not coincident.		2000	DUANE	6400	BLAKO
2100	COMMB	ORABE	130°		117°	
Procedure Turn NA	1700	1031				
GP 3.00° TCH 50	1700	130°	RW13R			
						
CATEGORY	A	B	C	D		
RNP 0.15 DA	523-1½ 505 (600-1½)					
RNP 0.30 DA	637-2 619 (700-2)					
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED						

AIRPORT DIAGRAM

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

ATIS
118.0
SEATTLE TOWER
119.9 239.3
(RWYS 16C-34C, 16L-34R)
120.95 239.3
(RWY 16R-34L)
GND CON
121.7

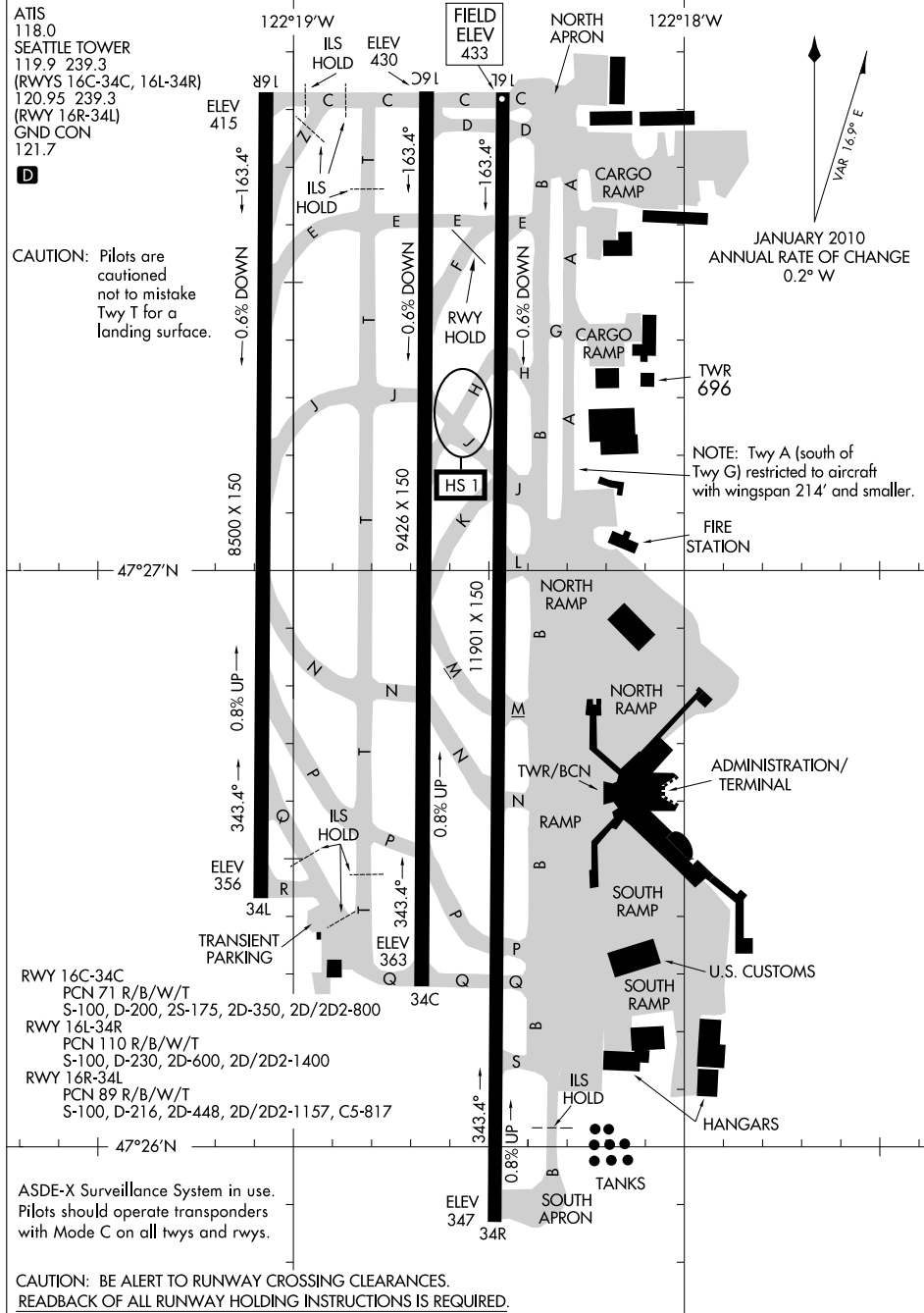
D

CAUTION: Pilots are cautioned not to mistake Twy T for a landing surface.

RWY 16C-34C
PCN 71 R/B/W/T
S-100, D-200, 2S-175, 2D-350, 2D/2D2-800
RWY 16L-34R
PCN 110 R/B/W/T
S-100, D-230, 2D-600, 2D/2D2-1400
RWY 16R-34L
PCN 89 R/B/W/T
S-100, D-216, 2D-448, 2D/2D2-1157, C5-817

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

KENMORE AIR HARBOR SPB (W55) 1 N UTC-8(-7DT) N47°37.74' W122°20.32'

SEATTLE

14 FUEL 100LL, JET A AOE NOTAM FILE SEA

WATERWAY 16-34: 5000X500 (WATER)

SEAPLANE REMARKS: Attended dawn-dusk. Fuel avbl emergency only. Night landings not recommended due to unlighted small watercraft. Red buoy indicates start and stop area for tkfs and ldgs. Increased boating ops on lake Apr 15 thru Oct 15. All tkf and ldg in center of lake. Special noise abatement rules in effect ctc operator for pattern information. Do not taxi closer than 200' from shoreline except in close proximity to Kenmore Air Harbor. Call 425-486-1257 X2010 for approval at least 3 hrs prior to arrival. Docking fee. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF 122.9

SEATTLE SEAPLANES SPB (ØWØ) 1 N UTC-8(-7DT) N47°37.66' W122°19.91'

SEATTLE

14 S2 NOTAM FILE SEA

WATERWAY 18-36: 9500X300 (WATER)

SEAPLANE REMARKS: Attended 1600Z±-dusk. Small watercraft activity on lake.

COMMUNICATIONS: CTAF 122.9

SEATTLE-TACOMA INTL (SEA) 10 S UTC-8(-7DT) N47°26.99' W122°18.71'

SEATTLE

433 B FUEL 100LL, JET A, A1 LRA Class I, ARFF Index E NOTAM FILE SEA

H-1B, L-1D

RWY 16L-34R: H11901X150 (CONC-GRVD) S-100, D-230, 2D-600, 2D/2D2-1400

IAP, AD

PCN 110 R/B/W/T HIRL CL

RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 79'. 0.6% down.

RWY 34R: TDZL. MALSR. PAPI(P4L)—GA 2.75° TCH 82'. 0.8% up.

RWY 16C-34C: H9426X150 (CONC-GRVD) S-100, D-200, 2S-175,

2D-350, 2D/2D2-800 PCN 71 R/B/W/T HIRL CL

RWY 16C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 76'. 0.6% down.

RWY 34C: MALSR. PAPI(P4L)—GA 3.0° TCH 62'. Tree. 0.8% up.

RWY: 16R-34L H8500X150 (CONC-GRVD) S-100, D-216, 2D-448,

2D/2D2-1157, C5-817 PCN 89 R/B/W/T HIRL CL

RWY 16R: ALSF2. TZL. PAPI(P4R)—GA 3.0° TCH 69'. 0.6% down.

RWY 34L: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. 0.8% up.

RUNWAY DECLARED DISTANCE INFORMATION:
RWY 16L: TORA-11901 TODA-11901 ASDA-11901 LDA-11901

RWY 16C: TORA-9426 TODA-9426 ASDA-9426 LDA-9426

RWY 16R: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 34L: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 34C: TORA-9426 TODA-9426 ASDA-9426 LDA-9426

RWY 34R: TORA-11901 TODA-11901 ASDA-11901 LDA-11901

AIRPORT REMARKS: Attended continuously. Bird flocks within airport vicinity—check local advisories. Helicopters ldg and departing avoid overflying fuel farm located at the SE corner of the arpt. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Do not mistake Twy T for landing sfc. Twy A south of Twy G restricted to acft with wingspan 225' and smaller. Taxilane around N satellite restricted to acft with wingspans of 200' or less except for gates N7-N9. Access to air cargo 4 parking and cargo areas rstd to acft with wingspans of 118' or less. Twy for corporate hangar ramp ltd to acft with 104' or less wingspan for taxi ops. GA customs parking is very limited. PPR for all general aviation parking and svc, ctc 206-433-5481. Between the hours of 0600-1500Z±, the use of extdd reverse thrust is discouraged byd what is necessary for opr or safety reasons. NS ABTMT procedures in effect between 0600-1400Z±. For further information ctc SEA NS ABTMT office at 206-787-7496. Touchdown, midpoint and rollout runway visual range avbl Rwy 16C, Rwy 34C, Rwy 16L, Rwy 34R, Rwy 16R, and Rwy 34L. Landing fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Seattle-Tacoma Intl Gatehold Procedures, Oceanic Departures.

WEATHER DATA SOURCES: ASOS (206) 431-2834.

COMMUNICATIONS: D-ATIS 118.0 (206) 241-6025 UNICOM 122.95

(R) SEATTLE APP CON 120.1 (199°-300°) 120.4 (301°-340° Rwy 34) 125.6 (West) 125.9 (076°-160° Rwy 34)

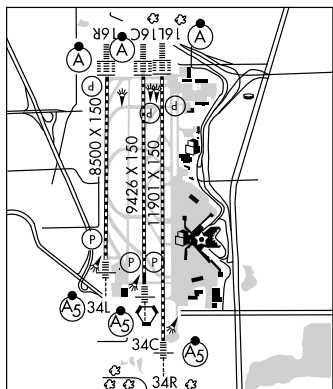
(301°-340° Rwy 16) 126.5 (161°-198°) 133.65 (ARR Rwy 16) 123.9

(R) SEATTLE DEP CON 119.2 (DEP Rwy 16) 120.1 (199°-300°) 120.4 (301°-340° Rwy 34) 125.6 (West) 125.9

(076°-160° Rwy 34) (301°-340° Rwy 16) 126.5 (161°-198°) 123.9

SEATTLE TOWER 119.9 (Rwy 16L-34R, Rwy 16C-34C) 120.95 (Rwy 16R-34L) **GND CON** 121.7 126.87 (Cargo)

 north ramp) 122.27 (South ramp) **CLNC DEL** 128.0

AIRSPACE: CLASS B See VFR Terminal Area Chart.


CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

(H) VORTACW 116.8 SEA Chan 115 N47°26.12' W122°18.58' at fld. 354/19E.
 ILS/DME 110.75 I-CJL Chan 44(Y) Rwy 16R. Class IIIE.
 ILS/DME 110.75 I-BEJ Chan 44(Y) Rwy 34L. Class IIE.
 ILS/DME 110.3 I-SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L.
 ILS/DME 111.7 I-SZI Chan 54 Rwy 16C. Class IIIE. DME also serves ILS Rwy 34C. LOC front course unusable byd 10 NM, blo 2,500'.
 ILS/DME 110.3 I-SNQ Chan 40 Rwy 16L. Class IIIE. Localizer unusable byd 15° left of course, byd 14 NM blo 3,000'. DME also serves ILS Rwy 34R. Possible Rwy 16L glideslope fluctuation on final when wx is 800/2 or better. Possible Rwy 16L glideslope fluctuation prior to DGLAS when wx is less than 800/2.
 ILS/DME 111.7 I-TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.

SEKIU (11S) 0 NW UTC-8(-7DT) N48°15.97' W124°18.84'

SEATTLE

355 B NOTAM FILE SEA

RWY 08-26: H2997X50 (ASPH) LIRL

RWY 08: Thld dsplcd 900'. Hill.

RWY 26: VASI(V2L)—GA 4.0° TCH 35' (nights only). Tree.

AIRPORT REMARKS: Unattended. Deer on and in vicinity of arpt Sep-Mar. High ridge along N side of rwy. Turbulence on E end apch over water. Difficult apch when wind from N. PPR for other than single engine acft, call arpt manager 360-457-1138. Rwy 08-26 poor subsurface drainage during wet weather conditions causes rwy surface movements.

COMMUNICATIONS: CTAF 122.9

SEQUIM VALLEY (W28) 4 NW UTC-8(-7DT) N48°05.89' W123°11.23'

SEATTLE

L-1E

144 B S6 FUEL 100LL NOTAM FILE SEA

RWY 09R-27L: H3510X40 (ASPH) LIRL

RWY 09R: Trees. Rgt tfc.

RWY 27L: Trees.

RWY 09L-27R: 3500X100 (TURF)

RWY 09L: Fence. Rgt tfc.

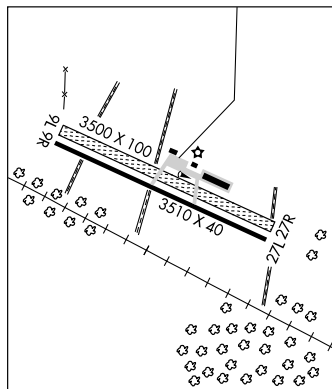
RWY 27R: Trees.

AIRPORT REMARKS: Attended 1700-0100Z. Deer on and in the vicinity of arpt. Rwy 09L fence covered with 5' shrubs. Rwy 09L-27R PPR for landing call 360-683-4444. Rwy 09R-27L has a 6" shoulder. Rwy 27L marked with broken line. Paved twys cross turf Rwy 09L-27R.

COMMUNICATIONS: CTAF/UNICOM 122.7

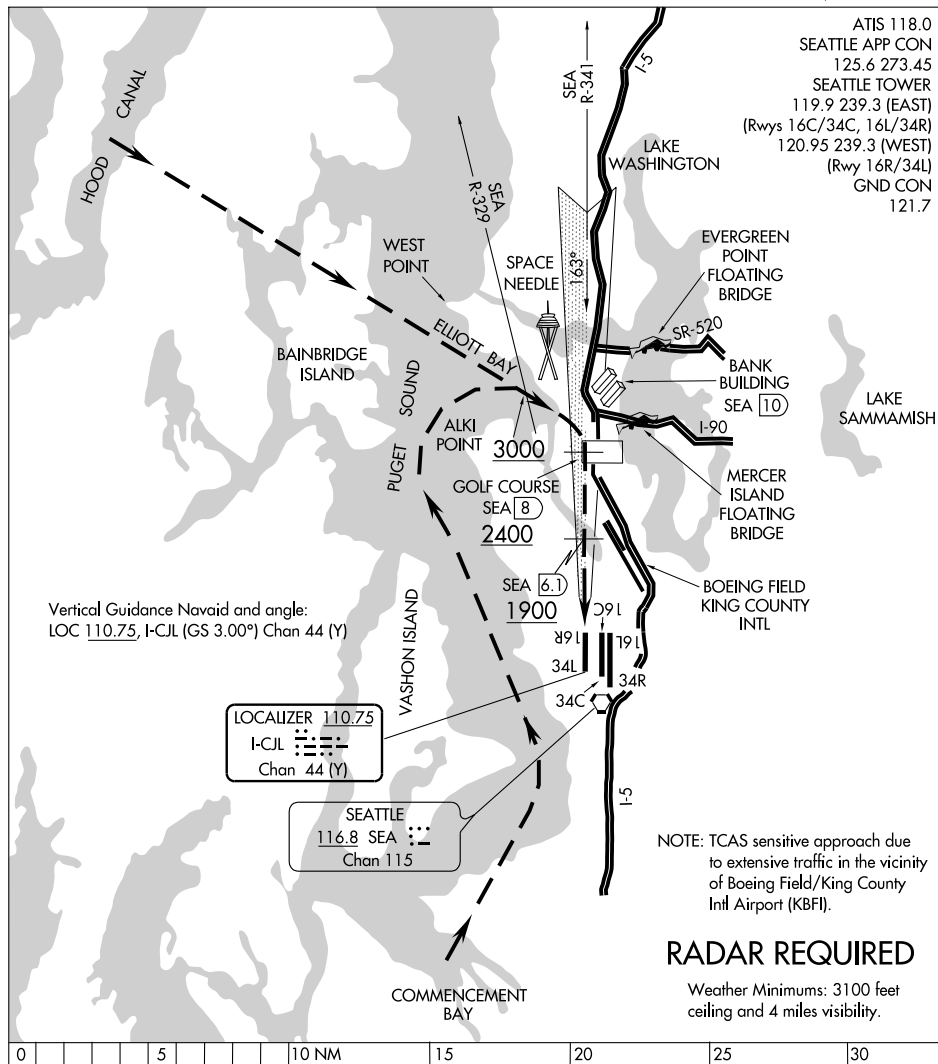
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99' W124°37.62' 079° 59.1 NM to fld. 1652/22E. HIWAS.



ALKI VISUAL RWY 16R

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ALKI VISUAL APPROACH RWY 16R

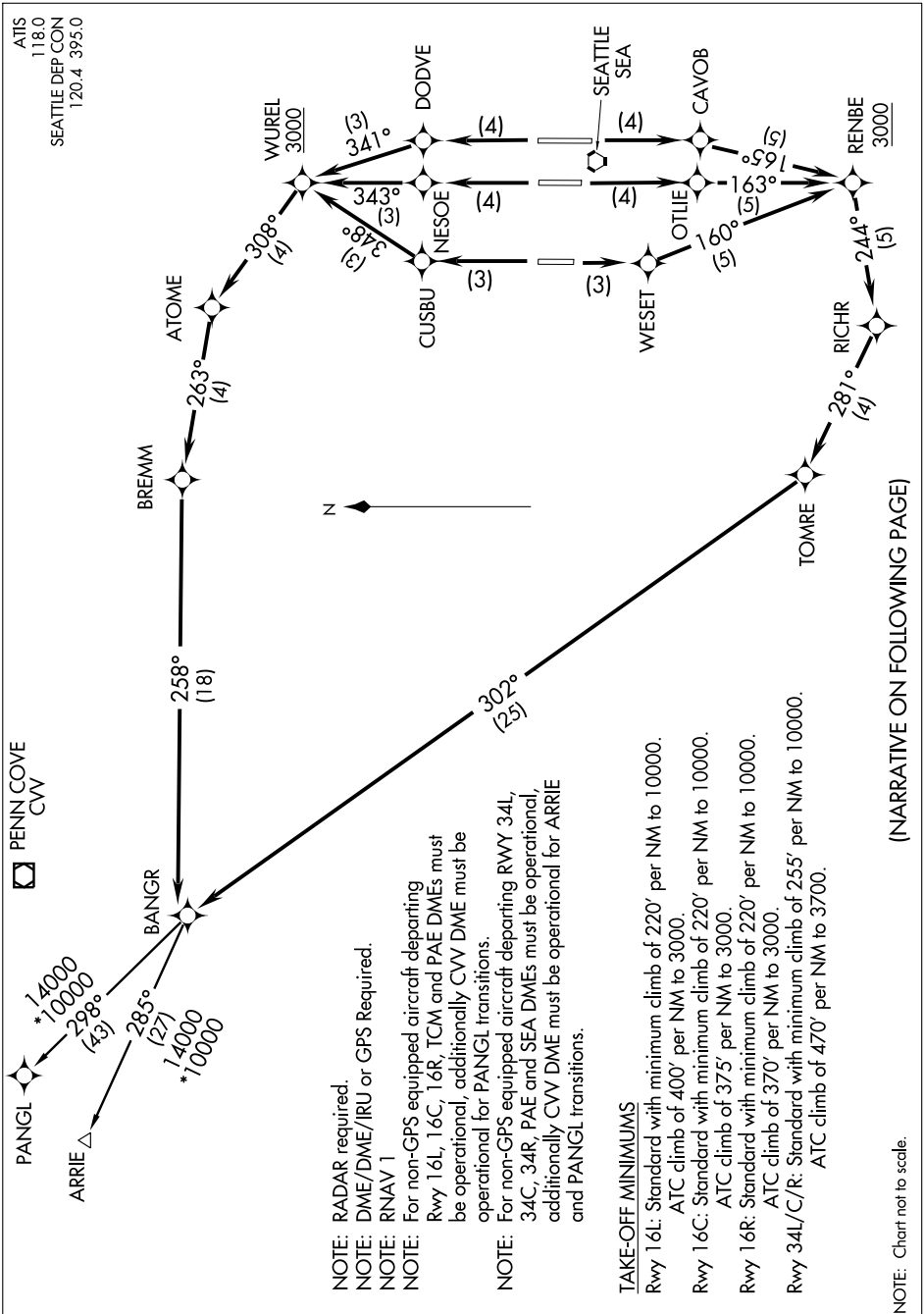
When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an ALKI Visual Runway 16R Approach. When cleared for an ALKI Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R Localizer/SEA R-341 on Runway 16R extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

ALKI VISUAL RWY 16R

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

BANGR SIX DEPARTURE (RNAV)



BANGR SIX DEPARTURE (RNAV)

BANGR SIX DEPARTURE (RNAV)**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .

. . . . via (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ARRIE TRANSITION (BANGR6.ARRIE)

PANGL TRANSITION (BANGR6.PANGL)

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

NW-1, 23 SEP 2010 to 21 OCT 2010

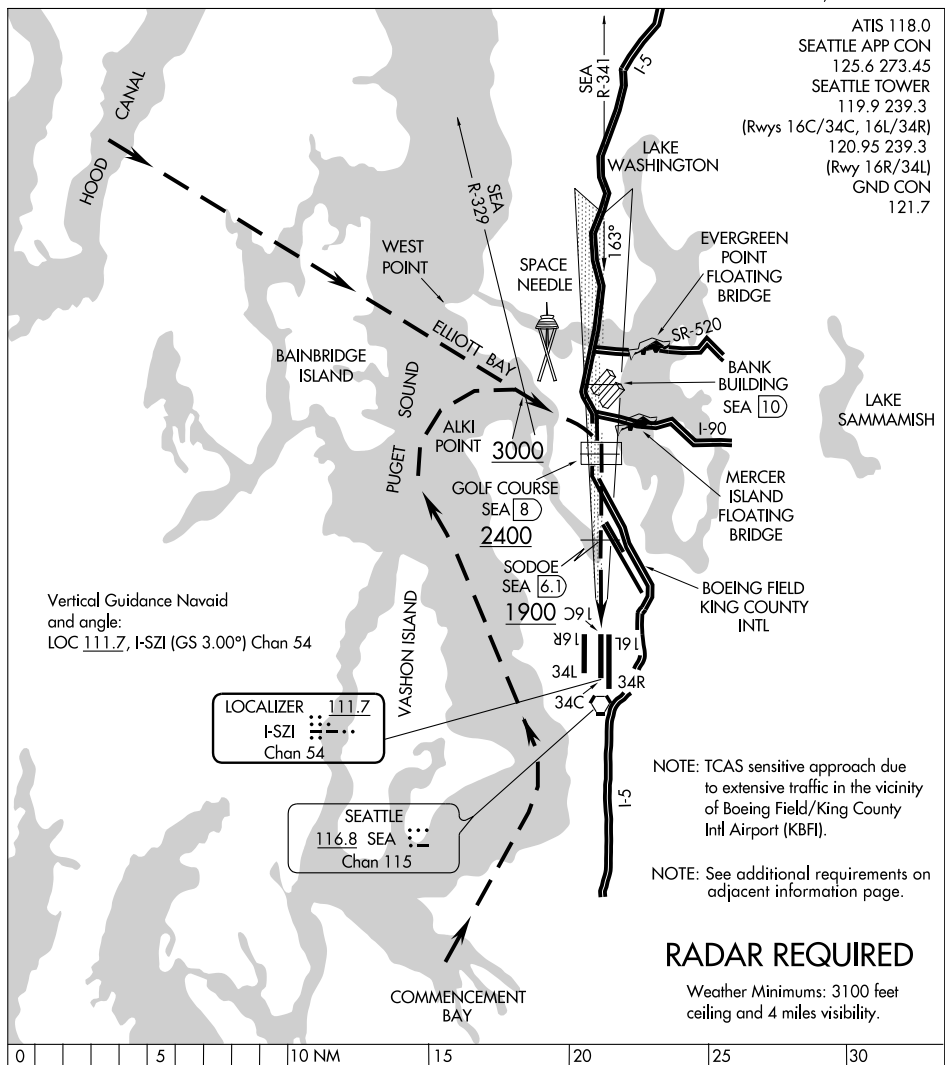
NW-1, 23 SEP 2010 to 21 OCT 2010

BAY VISUAL RWY 16C

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON



BAY VISUAL APPROACH RWY 16C

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16C Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16C Localizer/SEA R-341 on Runway 16C extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

BAY VISUAL RWY 16C

47°27'N-122°19'W

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)

SEATTLE-TACOMA INTL AIRPORT**ALERT NOTICE****ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

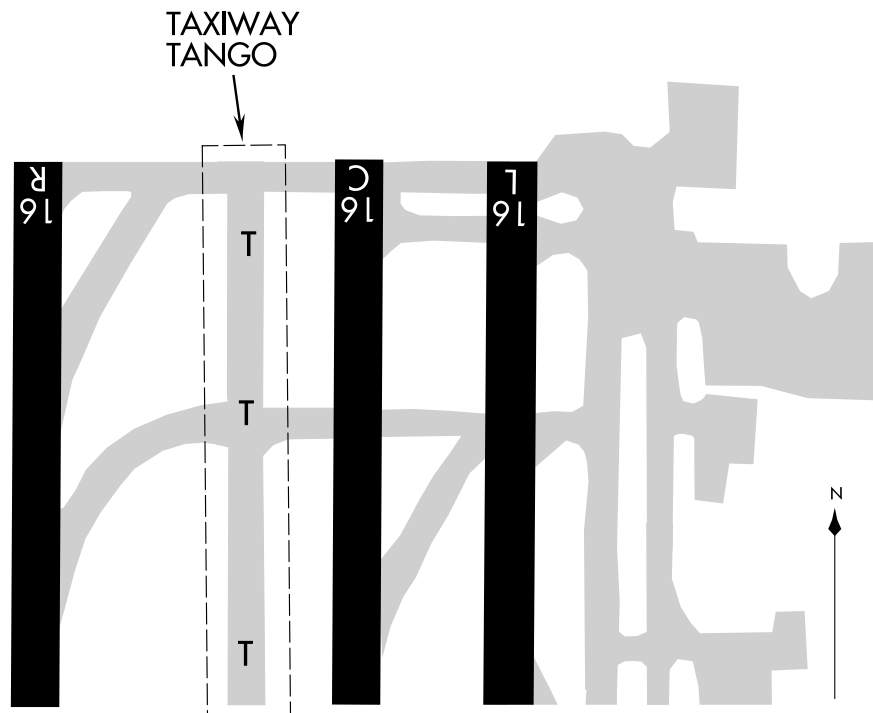
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.

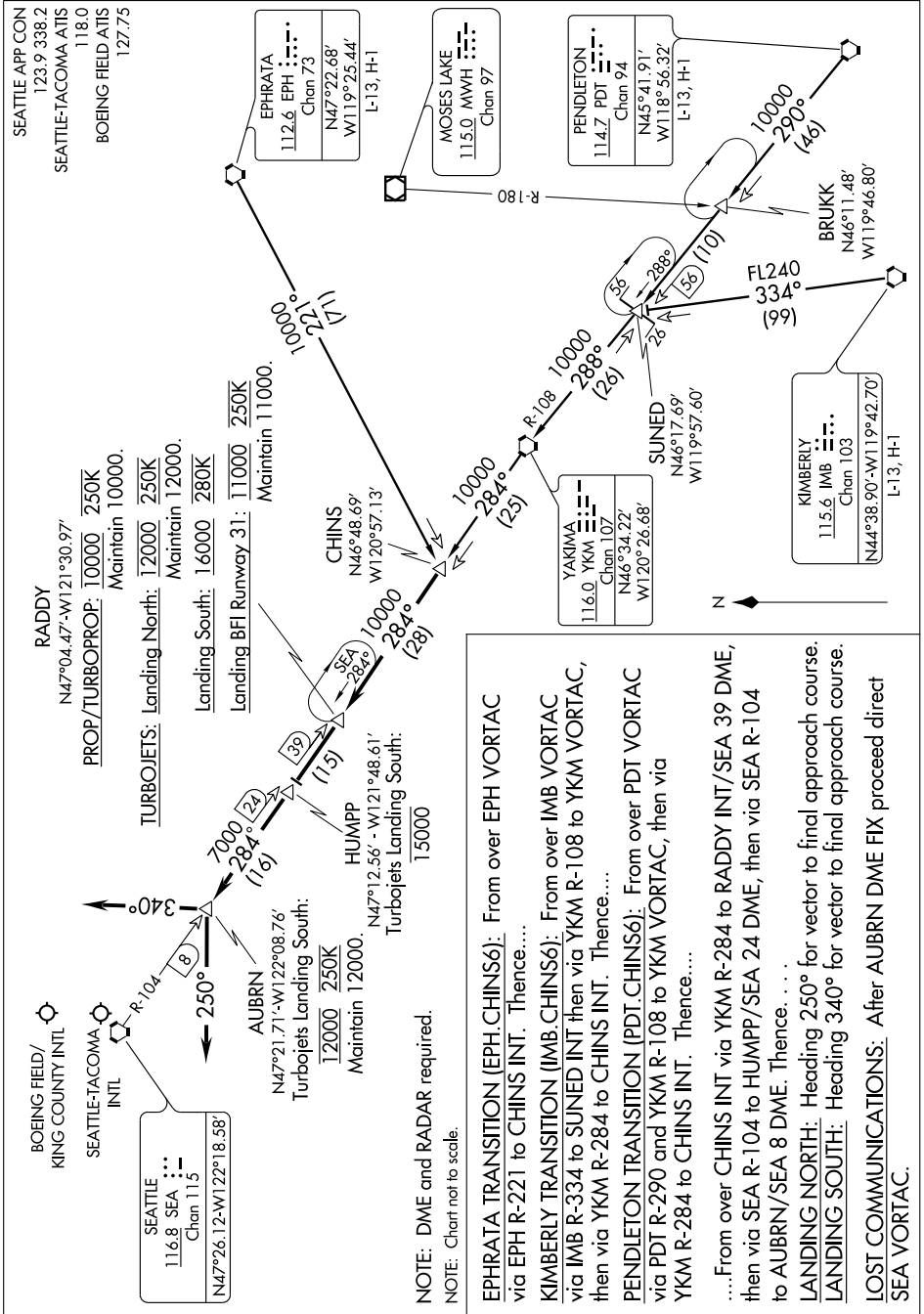


CHINS SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

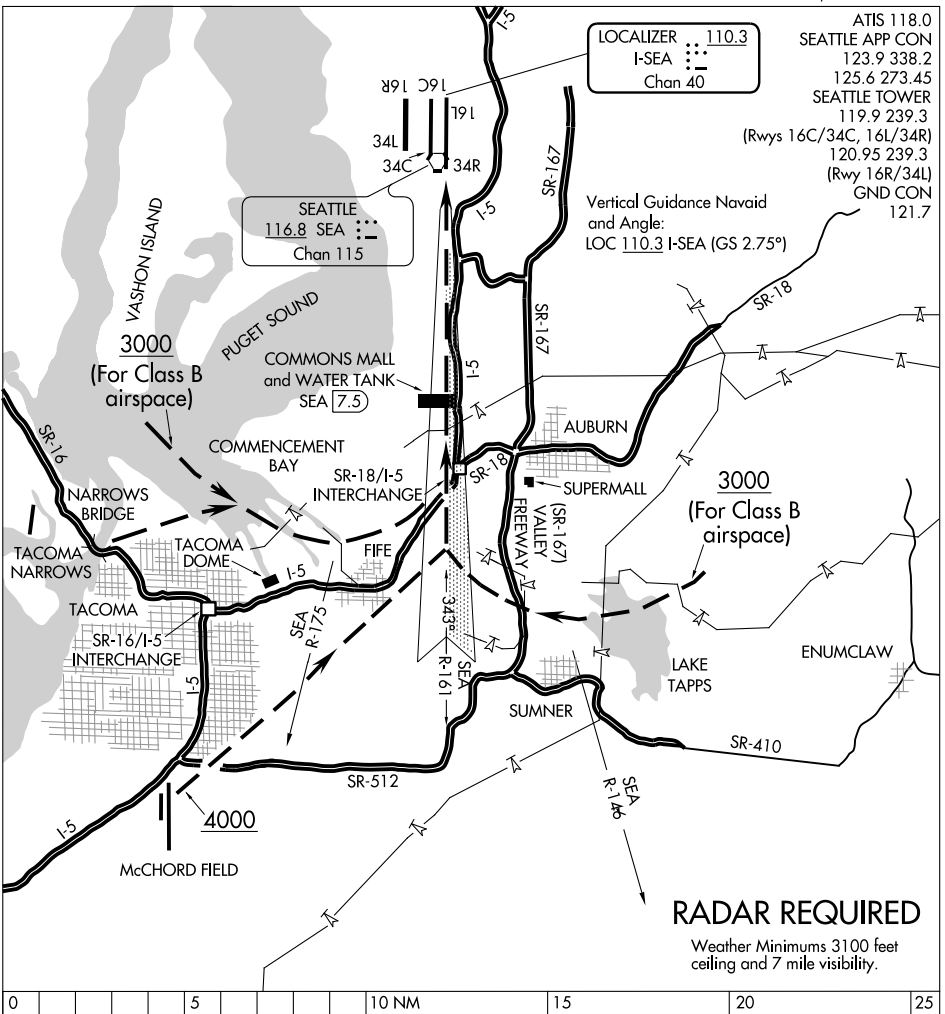
CHINS SIX ARRIVAL

SEATTLE, WASHINGTON

COMMONS VISUAL RWY 34R

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



COMMONS VISUAL APPROACH RWY 34R

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Field or Lake Tapps for a Commons Visual Runway 34R Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34R. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to the runway.

COMMONS VISUAL RWY 34R

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

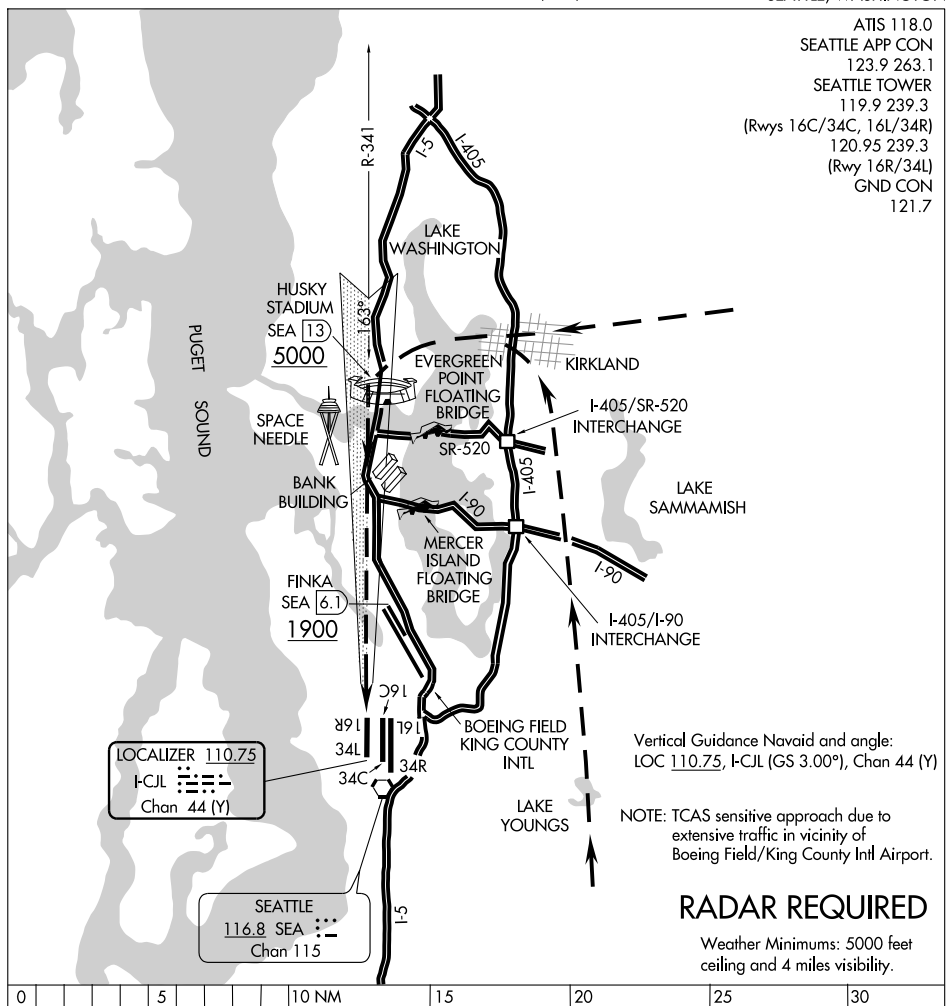
DAWG VISUAL RWY 16R

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

DAWG VISUAL APPROACH RWY 16R

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Dawg Visual Runway 16R Approach. When cleared for a Dawg Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

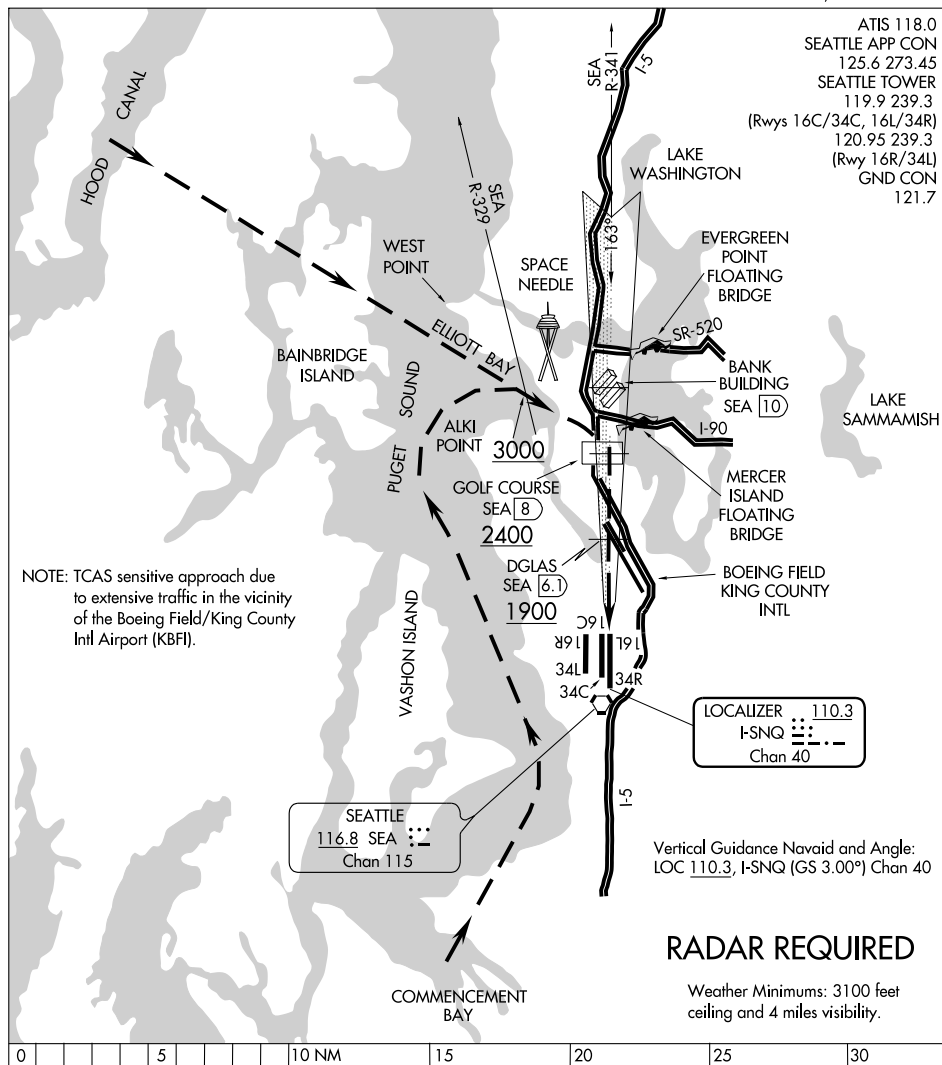
DAWG VISUAL RWY 16R

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

ELLIOTT VISUAL RWY 16L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ELLIOTT VISUAL APPROACH RWY 16L

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an Elliott Visual Runway 16L Approach. When cleared for an Elliott Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the 16L Localizer/SEA R-341 on Runway 16L extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitude shown at the visual checkpoints or associated DME/fix positions.

ELLIOTT VISUAL RWY 16L

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

ELMAA EIGHT DEPARTURE

SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ATIS
118.0
SEATTLE DEP CON
120.4 395.0

VICTORIA
113.7 YYJ
Chan 84

SEATTLE
116.8 SEA
Chan 115
N47°26.12' - W122°18.58'

NICHY
N47°21.13'
W122°18.58'
3000
RADAR

ELMAA
N47°08.88'
W123°24.57'

TAKE-OFF MINIMUMS

Rwys 34L/C/R: NA

Rwys 16L/C/R: Standard.

Rwy 16L: ATC climb of 560' per NM to 3000.

Rwy 16C: ATC climb of 515' per NM to 3000.

Rwy 16R: ATC climb of 500' per NM to 3000.

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . .TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161, thence. . .

. . . to cross NICHY/5 DME/RADAR at or above 3000, then right turn heading 250° to intercept SEA R-230 to ELMAA INT, then via (transition/assigned route), expect filed altitude/flight level 15 NM from SEA.

CORVALLIS TRANSITION (ELMAA8.CVO): From over ELMAA INT via YYJ R-157 and CVO R-340 to CVO VOR/DME.HOQUIAM TRANSITION (ELMAA8.HQM): From over ELMAA INT via HQM R-049 to HQM VORTAC.

ELMAA EIGHT DEPARTURE

(ELMAA8.ELMAA) 09015

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

EPHRATA SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE APP CON

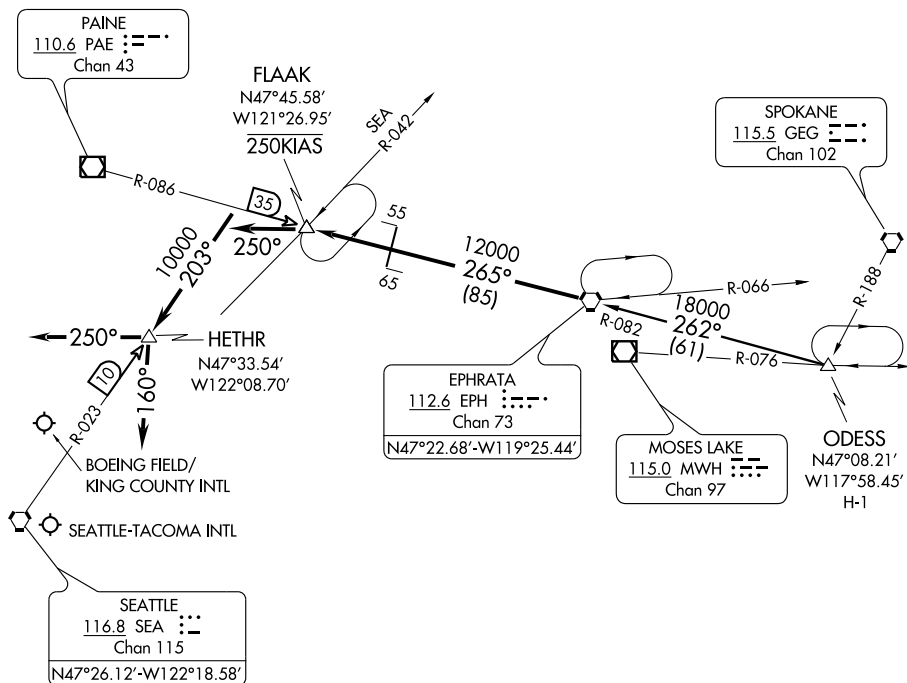
123.9 338.2

SEATTLE-TACOMA ATIS

118.0

BOEING FIELD ATIS

127.75



NOTE: DME and RADAR required.

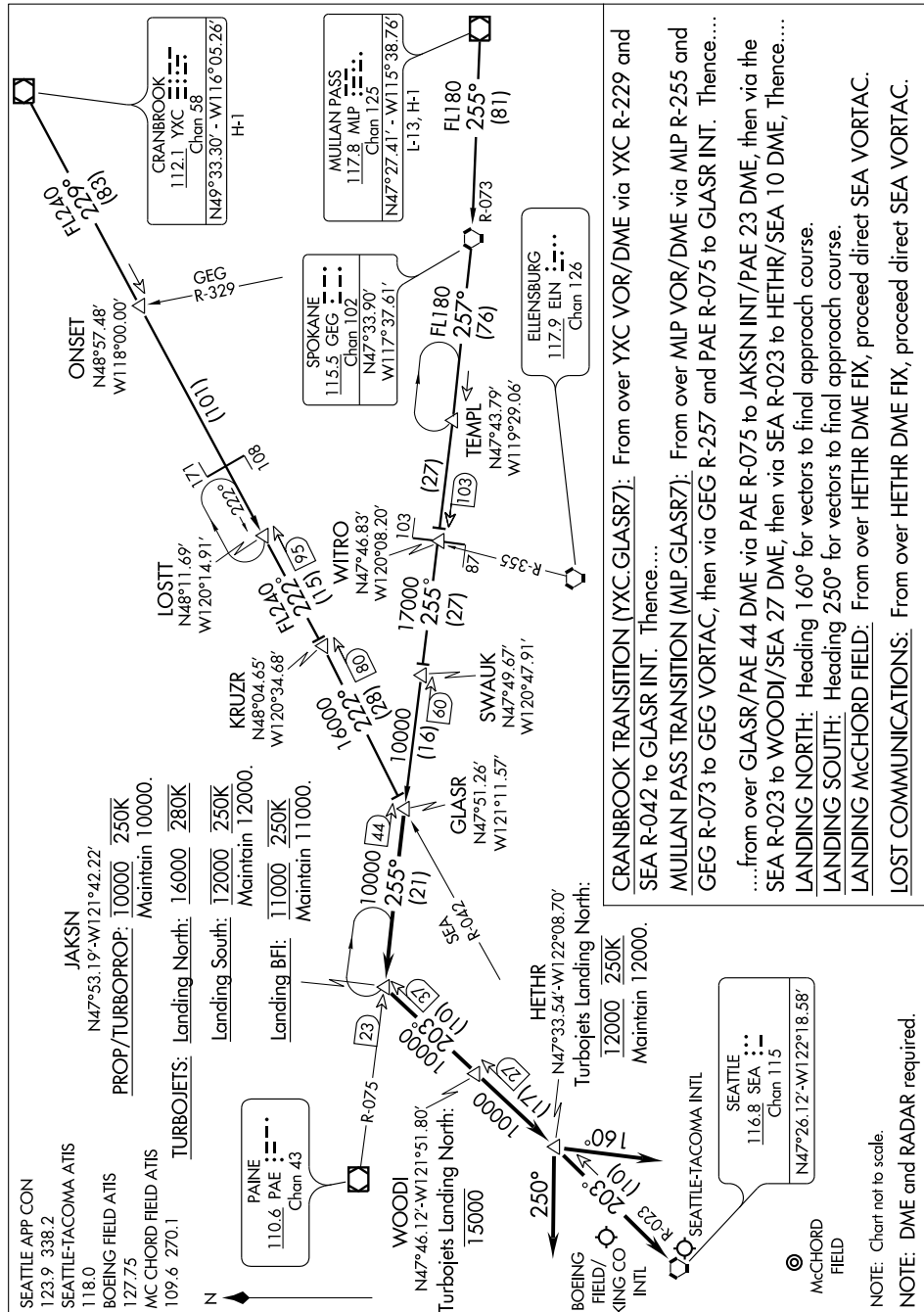
ODESS TRANSITION (ODESS.EPH6): From over ODESS INT via EPH R-082 to EPH VORTAC. Thence....

....From over EPH VORTAC via EPH R-265 and PAE R-086 to FLAAK INT. Then via heading 250° to intercept the SEA R-023, then via SEA R-023 to HETHR DME Fix, thence....

LANDING NORTH: Heading 160° for vectors to final approach course;

LANDING SOUTH: Heading 250° for vectors to final approach course.

LOST COMMUNICATIONS: From over HETHR DME proceed direct SEA VORTAC.

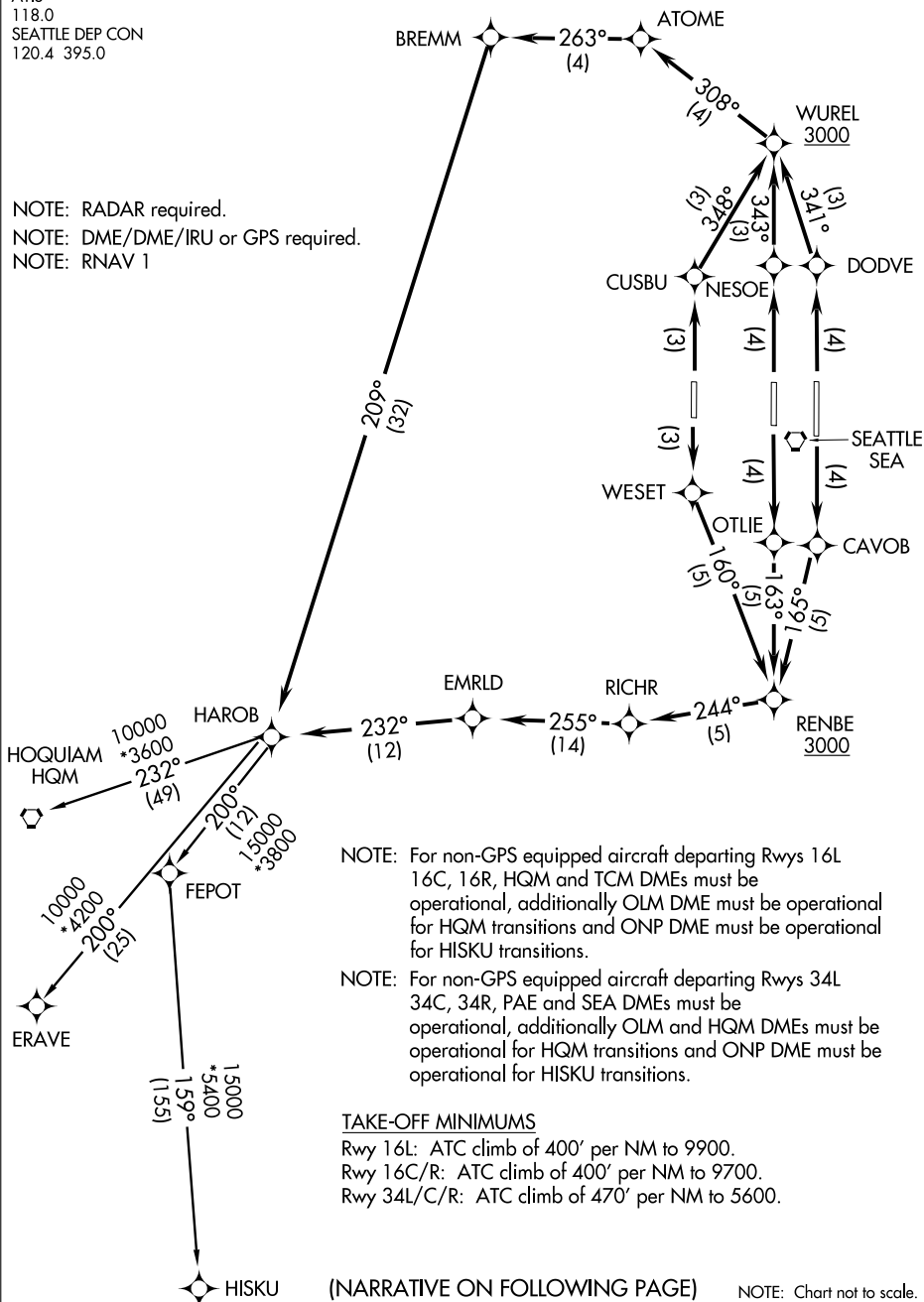


HAROB THREE DEPARTURE (RNAV)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ATIS
118.0
SEATTLE DEP CON
120.4 395.0

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1



NOTE: For non-GPS equipped aircraft departing Rwy 16L 16C, 16R, HQM and TCM DMEs must be operational, additionally OLM DME must be operational for HQM transitions and ONP DME must be operational for HISKU transitions.

NOTE: For non-GPS equipped aircraft departing Rwy 34L 34C, 34R, PAE and SEA DMEs must be operational, additionally OLM and HQM DMEs must be operational for HQM transitions and ONP DME must be operational for HISKU transitions.

TAKE-OFF MINIMUMS

Rwy 16L: ATC climb of 400' per NM to 9900.

Rwy 16C/R: ATC climb of 400' per NM to 9700.

Rwy 34L/C/R: ATC climb of 470' per NM to 5600.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAROB THREE DEPARTURE (RNAV)

HAROB THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

. . . . via (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ERAVE TRANSITION (HAROB3.ERAVE)

FEPOT TRANSITION (HAROB3.FEPOT)

HISKU TRANSITION (HAROB3.HISKU)

HOQUIAM TRANSITION (HAROB3.HQM)

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL.

Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE, WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/ KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

HUSKY VISUAL RWY 16C

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

ATIS 118.0

SEATTLE APP CON

123.9 263.1

SEATTLE TOWER

(Rwys 16C/34C, 16L/34R)

119.9 239.3

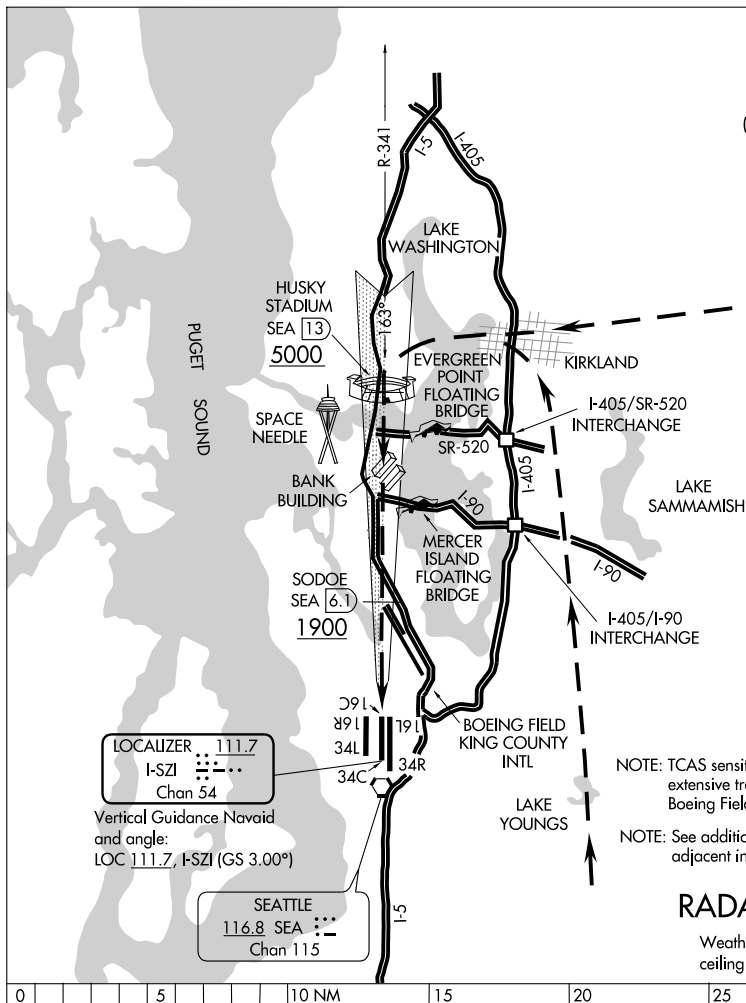
120.95 239.3

(Rwy 16R/34L)

GND CON

121.7

NW-1, 23 SEP 2010 to 21 OCT 2010



HUSKY VISUAL APPROACH RWY 16C

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16C Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16C localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

HUSKY VISUAL RWY 16C

47°27'N-122°19'W

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)

SEATTLE-TACOMA INTL AIRPORT**ALERT NOTICE****ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

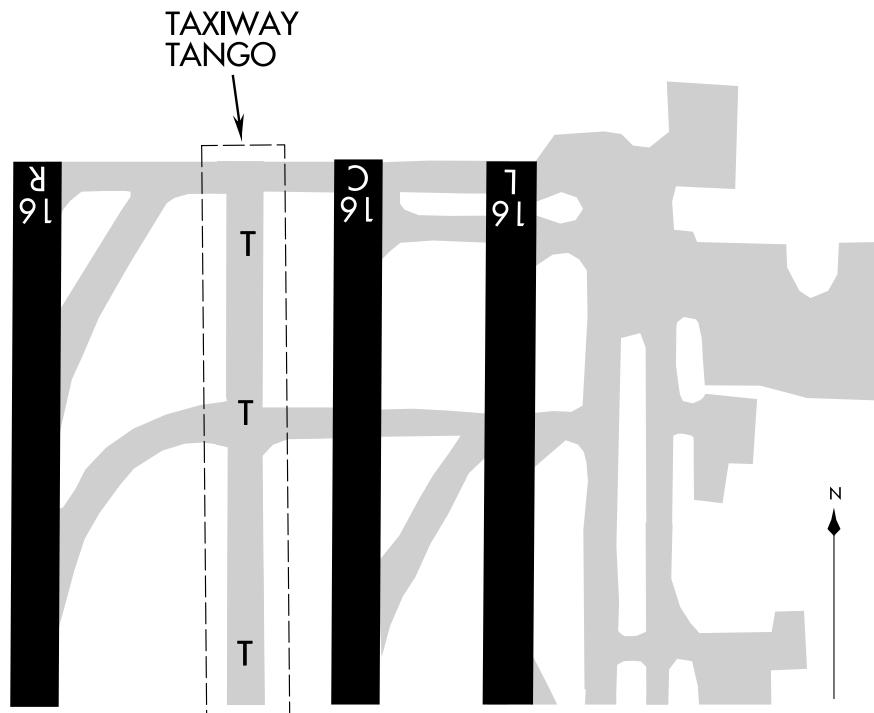
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.



LOC/DME I-SZI 111.7 Chan 54	APP CRS 163°	Rwy 16C Idg 9426 TDZE 430 Apt Elev 433	Rwy 16L Idg 11901 TDZE 433 Apt Elev 433
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ILS or LOC RWY 16C

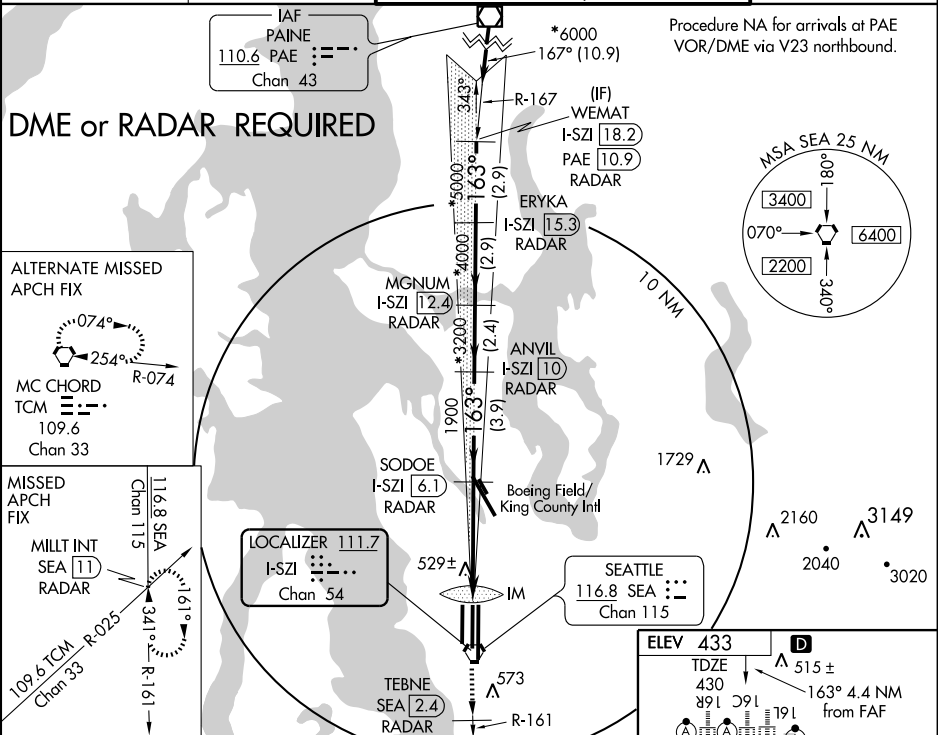
SEATTLE-TACOMA INTL (SEA)

▼ For inoperative ALSF-2, increase S-LOC 16C Cat D visibility to RVR 5000. Inoperative table does not apply to SIDESTEP 16L. DME or RADAR required. See additional requirements on adjacent information page.

ALSF-2
Rwy 16C/L
TDZE
A

MISSED APPROACH: Climb heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILIT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

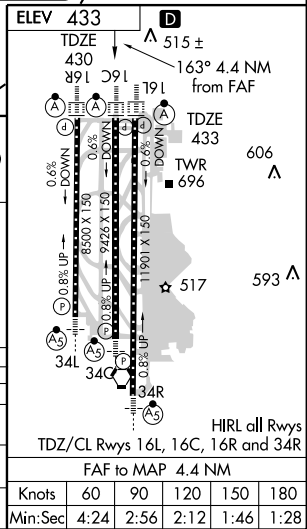
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

Procedure	WEMAT I-SZI Turn NA RADAR	ERYKA I-SZI Turn NA RADAR	MGNUM I-SZI Turn NA RADAR	ANVIL I-SZI Turn NA RADAR	SODOE I-SZI Turn NA RADAR	TEBNE I-SZI Turn NA RADAR	5000 I-SZI Turn NA RADAR	MILIT INT I-SZI Turn NA RADAR
Turn NA	18.2	15.3	12.4	10	6.1	2.4	2.4	11
GS 3.00° TCH 57								
	2.9 NM	2.9 NM	2.4 NM	3.9 NM	3.6 NM	0.7 NM	0.1 NM	

CATEGORY	S-ILS 16C	S-LOC 16C	SIDESTEP 16L	CIRCLING 16C
	630/18 200 (200-½)	760/24 330 (400-½)	760-1½ 327 (400-1½)	1000-1½ 567 (600-1½)
			760-2 327 (400-2)	1000-2 567 (600-2)



SEATTLE-TACOMA INTL AIRPORT**ALERT NOTICE****ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

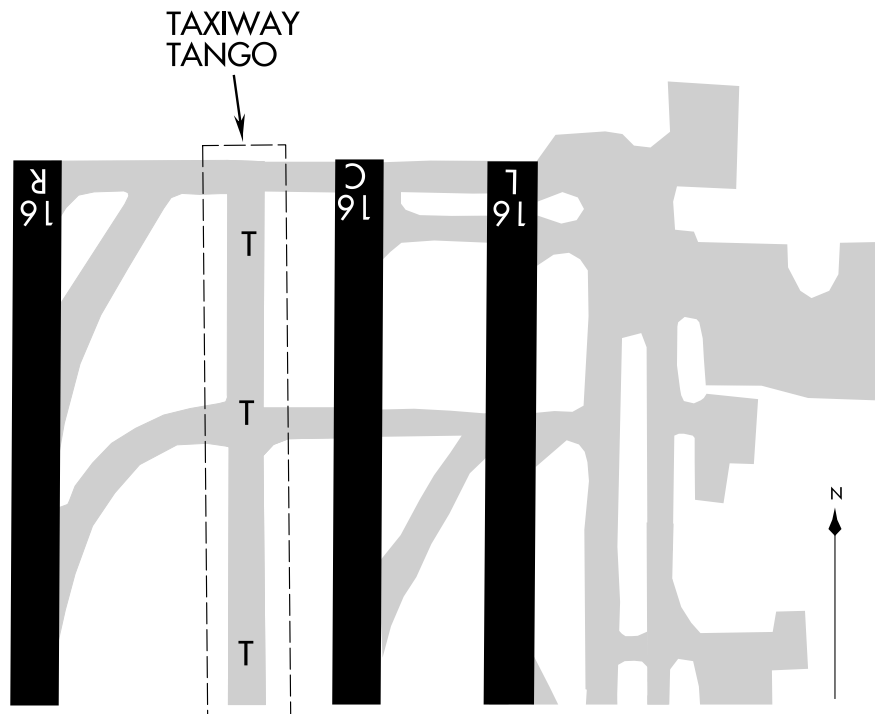
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



LOC/DME I-SNQ 110.3 Chan 40	APP CRS 163°	Rwy Idg TDZE Apt Elev	11901 433 433
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ILS or LOC RWY 16L

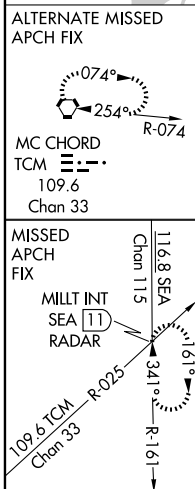
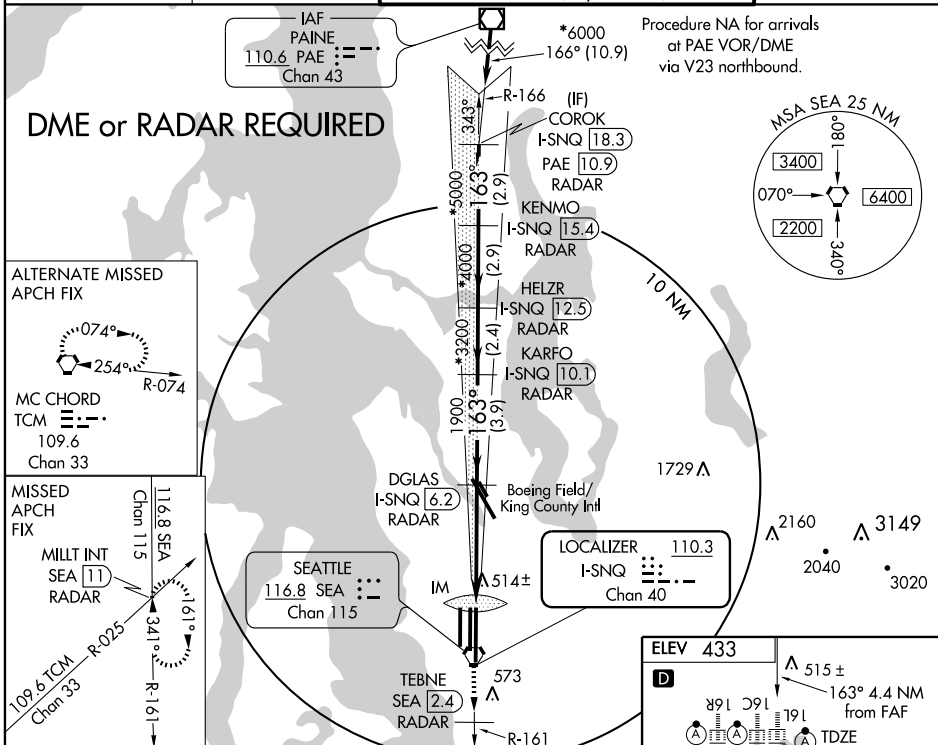
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.
For inoperative ALSF-2, increase S-ILS 16L Cat. A visibility to RVR 5000.

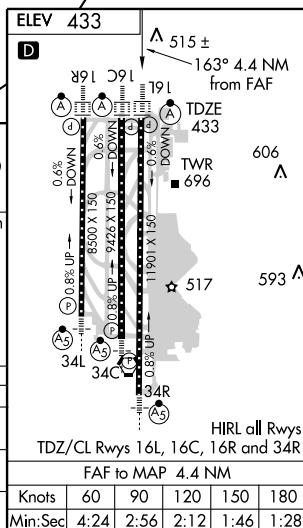


MISSED APPROACH: Climb heading 165° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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*When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.			
COROK I-SNQ 18.3 RADAR	KENMO I-SNQ 15.4 RADAR	HELZR I-SNQ 12.5 RADAR	KARFO I-SNQ 10.1 RADAR
*6000	*5000	*4000	*3200
GS 3.00° TCH 54	Procedure Turn NA		
2.9 NM 2.9 NM 2.4 NM 3.9 NM 1.1 NM 0.1 NM			
CATEGORY	A	B	C
S-ILS 16L	695/18 262 (300-1/2)	633/18 200 (200-1/2)	
S-LOC 16L	880/24	447 (500-1/2)	880/50 447 (500-1/2)
CIRCLING	1000-1	567 (600-1)	1000-2 567 (600-2)

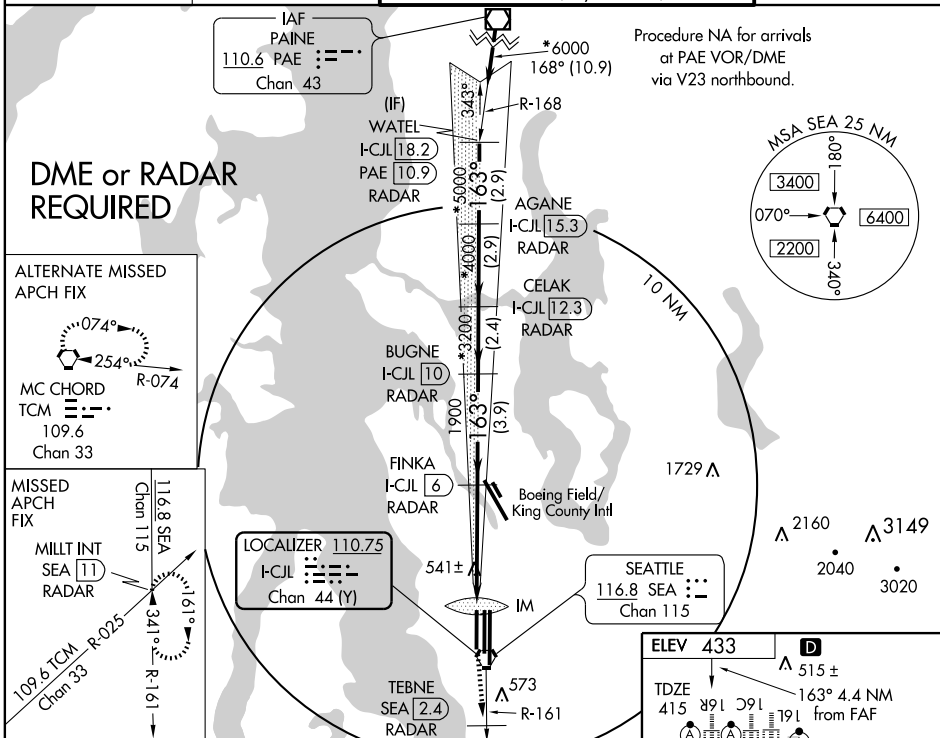


LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 163°	Rwy Idg TDZE Apt Elev	8500 415 433
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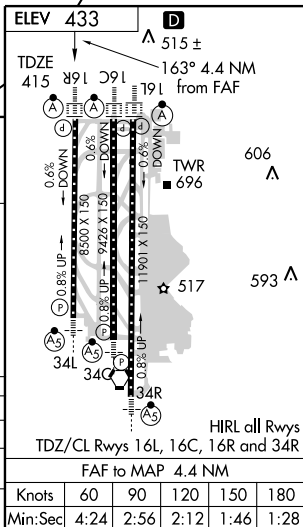
ILS or LOC RWY 16R

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.		ALSF-2 	MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7



* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.			
Procedure Turn NA	WATEL I-CJL 18.2 RADAR	AGANE I-CJL 15.3 RADAR	CELAK I-CJL 12.3 RADAR
	BUGNE I-CJL 10 RADAR	FINKA I-CJL 6 RADAR	TEBNE SEA 2.4 RADAR
	SEA R-161 116.8	5000 SEA R-161	MILLT INT SEA 11 RADAR
	158°	163°	163°
GS 3.00° TCH 55			
	2.9 NM	2.9 NM	2.4 NM
	A	B	C
CATEGORY	S-ILS 16R	615/18	200 (200-½)
S-LOC 16R	800/24	385 (400-½)	800/40 385 (400-¾)
CIRCLING	1000-1	567 (600-1)	1000-1 567 (600-½)



LOC/DME I-TUC	APP CRS	RDY 34C Idg	9426	RDY 34R Idg	11901
111.7	343°	TDZE	387	TDZE	372
Chan 54		Apt Elev	433	Apt Elev	433

ILS or LOC RWY 34C

SEATTLE-TACOMA INTL (SEA)

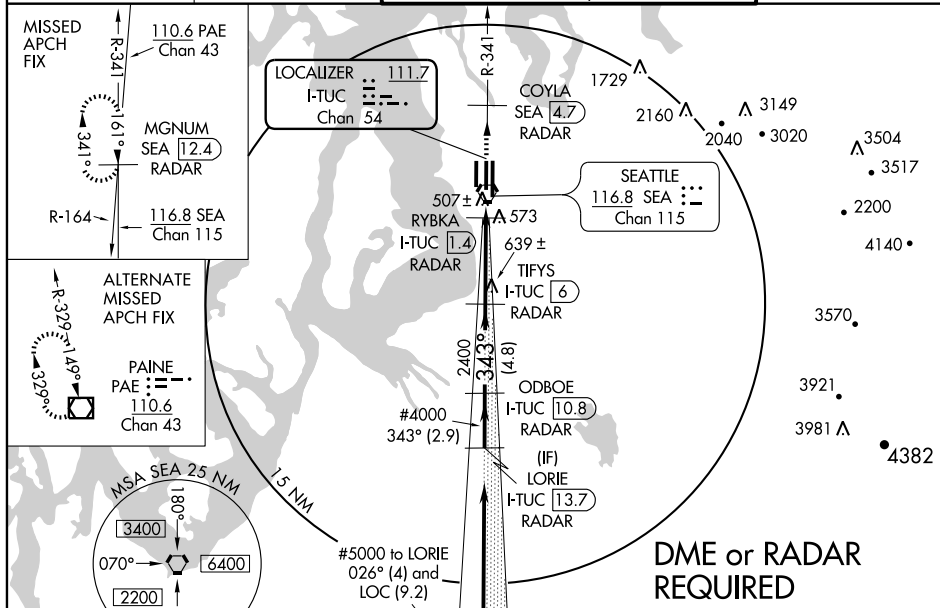


For inoperative MALSR, increase SIDESTEP 34R
Cats. A and B visibility to RVR 6000.
* RVR 1800 authorized with the use of FD or AP or
HUD to DA.
DME or RADAR required.

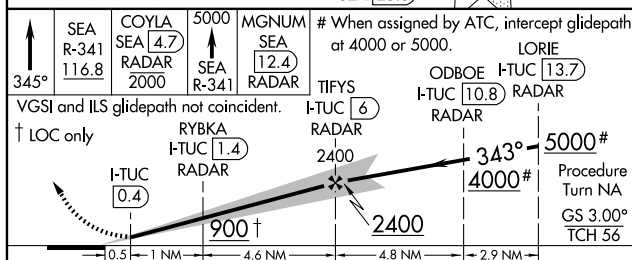


MISSED APPROACH: Climb heading 345° and SEA
VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR
at or below 2000, then climb to 5000 via SEA VORTAC
R-341 to MGNUM/SEA 12.4 DME/RADAR and hold,
continue climb-in-hold to 5000.

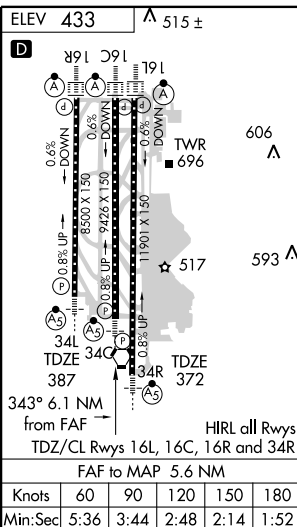
ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



Procedure NA for arrivals at CIDUG
via V495 southbound.



CATEGORY	A	B	C	D
S-ILS 34C	*587/24 200 (200-½)			
S-LOC 34C	760/24 373 (400-½)		760/40 373 (400-¾)	
SIDESTEP 34R	760/50 388 (400-1)		760/60 388 (400-1 ¼)	
CIRCLING	1000-1 567 (600-1)		1000-2 567 (600-2)	

DME or RADAR
REQUIRED

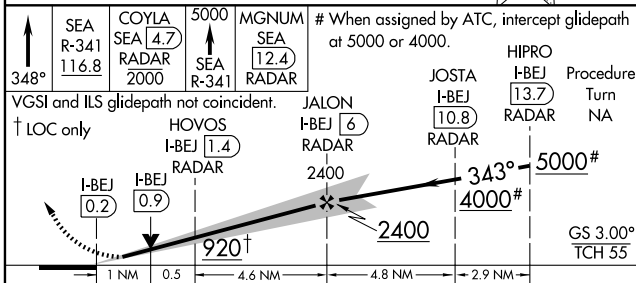
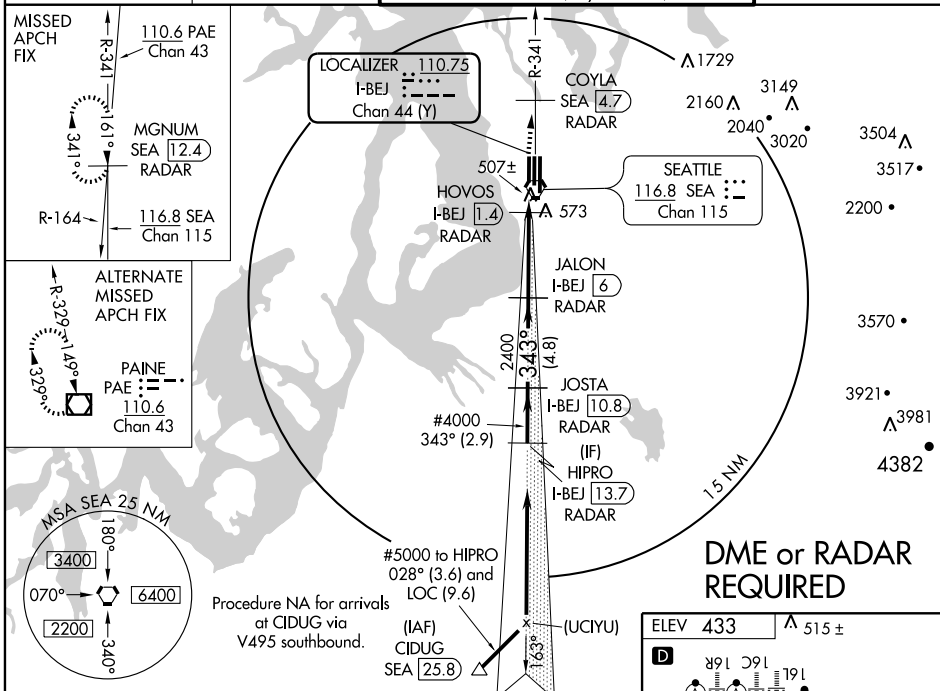
LOC/DME I-BEJ 110.75 Chan 44 (Y)	APP CRS 343°	Rwy Idg TDZE Apt Elev	8500 379 433
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ILS or LOC RWY 34L

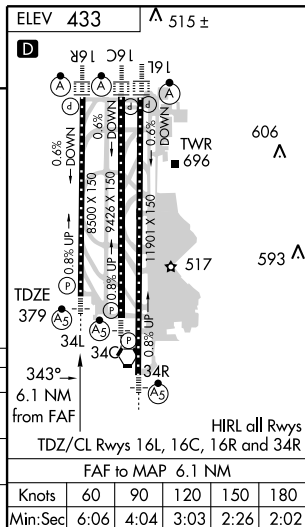
SEATTLE-TACOMA INTL (SEA)

<p>DME or RADAR required.</p> <p>* RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb heading 348° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/ RADAR and hold, continue climb-in-hold to 5000.</p>
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ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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CATEGORY	A	B	C	D
S-ILS 34L	* 579/24 200 (200-½)			
S-LOC 34L	760/24 381 (400-½)		760/40 381 (400-¾)	
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)



LOC/DME I-SEA 110.3 Chan 40	APP CRS 343°	Rwy 34R Idg 11901 TDZE 372 Apt Elev 433	Rwy 34C Idg 9426 TDZE 387 Apt Elev 433
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ILS or LOC RWY 34R

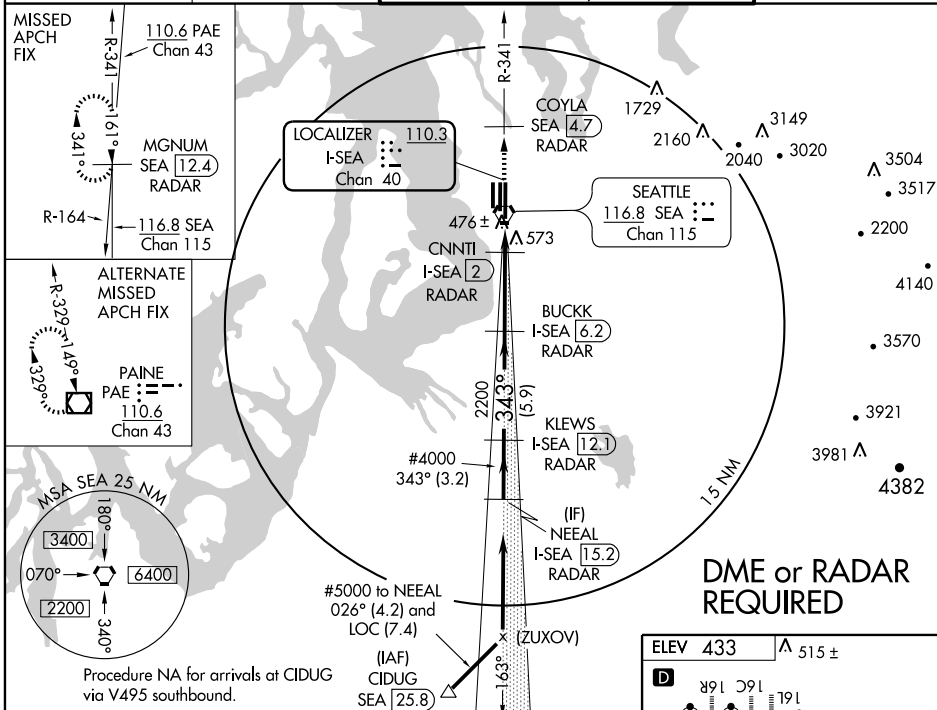
SEATTLE-TACOMA INTL (SEA)

▼ Inoperative table does not apply to SIDESTEP 34C, Cats. A and B.
DME or RADAR required.

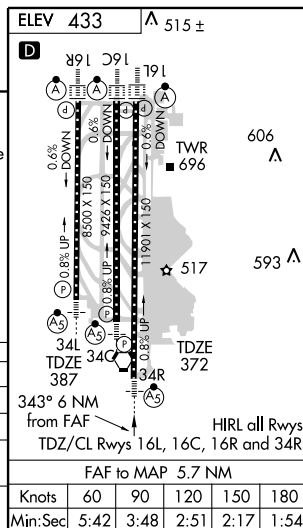
MALSR
Rwy 34R/C
As

MISSED APPROACH: Climb heading 341° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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↑ 341°	SEA R-341 116.8	COYLA SEA 4.7 RADAR 2000	5000 SEA R-341	MGNUM SEA 12.4 RADAR	Use I-SEA DME when on the localizer course. # When assigned by ATC, intercept glidepath at 4000 or 5000.	NEEAL I-SEA 15.2 RADAR	Procedure Turn NA
VGSI and ILS glidepath not coincident. *LOC only							
	I-SEA 0.6	I-SEA 1.2	CNNIT I-SEA 2 RADAR	BUCKK I-SEA 6.2 RADAR	KLEWS I-SEA 12.1 RADAR	NEEAL I-SEA 15.2 RADAR	
	0.4	0.6	0.8 NM	4.2 NM	5.9 NM	3.2 NM	
CATEGORY	A			B	C	D	
S-ILS 34R				572/18	200 (200-½)		
S-LOC 34R				720/24	348 (300-½)		
SIDESTEP 34C				760/50	373 (400-1)	760-1½ 373 (400-1½)	
CIRCLING	1000-1	567 (600-1)		1000-1½ 567 (600-1½)	567 (600-2)		



LOC/DME I-SZI 111.7 Chan 54	APP CRS 163°	Rwy Idg 9426 TDZE 430 Apt Elev 433
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ILS RWY 16C (CAT II)

SEATTLE-TACOMA INTL (SEA)

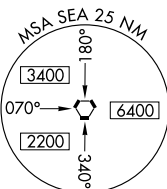
DME or RADAR required.		ALSF-2 	MISSED APPROACH: Climb heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILIT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.	
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)		GND CON 121.7

DME or RADAR REQUIRED

IAF
PAINE
110.6 PAE : = -
Chan 43

*6000
67° (10.9)
(IF)
WEMA
I-SZI 18
PAE 10.
RADAR

Procedure NA for arrivals at PAE
VOR/DME via V23 northbound.



ALTERNATE MISSED
ARCH FIX

MC CHORD
TCM $\equiv \cdot - \cdot$
109.6
Chan 33

MISSED
APCH
FIX

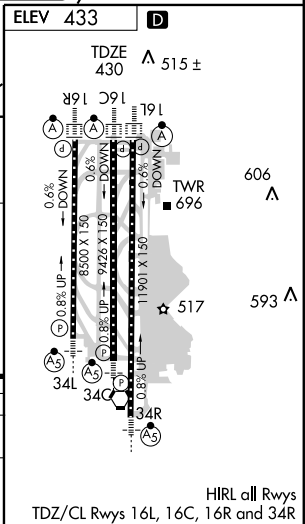
LOCALIZER 111
I-SZI $\begin{smallmatrix} \bullet & \bullet & \bullet \\ \bullet & \bullet & \bullet \\ \bullet & \bullet & \bullet \end{smallmatrix} - \dots$
Chan 54

SEATTLE
116.8 SEA :
Chan 115

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

CATEGORY	A	B	C	D
S-ILS 16C	RA 126/12 100 DA 530			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



SEATTLE, WASHINGTON

Amdt 13A 10098

SEATTLE-TACOMA INTL (SEA)

ILS RWY 16C (CAT II)

47°27'N-122°19'W

NW-1. 23 SEP 2010 to 21 OCT 2010

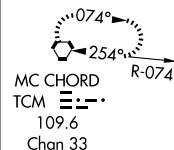
LOC/DME I-SZI <u>111.7</u> Chan 54	APP CRS 163°	Rwy Idg 9426 TDZE 430 Apt Elev 433
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ILS RWY 16C (CAT III)
SEATTLE-TACOMA INTL (SEA)

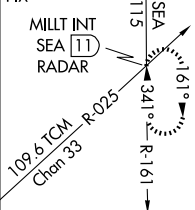
<div><div></div><div>DME or RADAR required.</div></div>		<div><div>ALSF-2</div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div></div>	<div>MISSED APPROACH: Climb heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILIT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.</div>
<div>ATIS 118.0</div>	<div>SEATTLE APP CON 133.65 273.45</div>	<div>SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)</div>	<div>GND CON 121.7</div>

DME or RADAR REQUIRED
CATEGORY III SPECIAL
AUTOLAND EVALUATION
REQUIRED

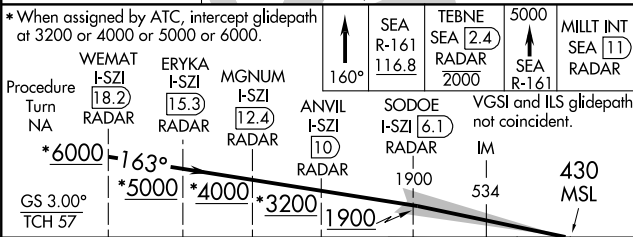
ALTERNATE MISSED
APCH FIX



**MISSED
APCH
FIX**



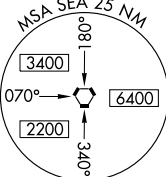
* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.



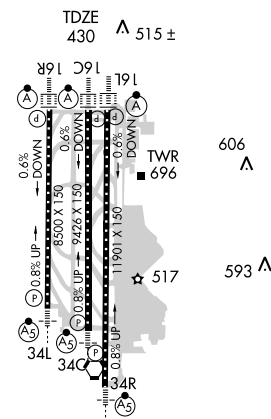
CATEGORY	A	B	C	D
S-ILS 16C		CAT IIIa	RVR 07	
S-ILS 16C		CAT IIIb	RVR 03	
S-ILS 16C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

Procedure NA for arrivals at PAE
VOR/DME via V23 northbound.




ELEV 433



HIRL all Rwy's
TDZ/CL Rwy's 16L, 16C, 16R and 34R

LOC/DME I-SNQ 110.3 Chan 40	APP CRS 163°	Rwy Idg 11901 TDZE 433 Apt Elev 433
---	------------------------	--

ILS RWY 16L (CAT II)
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.			MISSED APPROACH: Climb heading 165° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILIT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.	
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)		GND CON 121.7


DME or RADAR REQUIRED

IAF
PAINE
110.6 PAE :: = -
Chan 43

*6000
166° (10.9)

Procedure NA for arrivals
at PAE VOR/DME
via V23 northbound.

ALTERNATE MISSED
ARCH FLY

AFCH FIX

 MC CHORD
 TCM $\Xi:-\cdot$
 109.6
 Chan 33

109.6 TCM
Chan 33

* When assigned by ATC, at 3200 or 4000 or 5000

COROK	KENMO
I-SNQ	I-SNQ
18.3	15.4
RADAR	RADAR

*6000	163°	*40
GS 3.00°	*5000	
TCH 54	Procedure Turn	
	2.9 NM	2.9

CATEGORY	A
S-ILS 16L	NA

HELZR KARFO
I-SNQ I-SNQ
12.5 10.1

	B
A	RA 11

SEA R-161 <u>116.8</u>	TEBNE SEA <u>2.4</u> RADAR <u>2000</u>	5000 ↑ SEA R-16
DGLAS I-SNQ <u>6.2</u>	VGSI and not coinc	

A radar plot showing a target at 1900 and 125 RA. A scale bar indicates 4.3 NM. A bearing of 90° is marked. The plot includes a radar line and a target line.

25/12	100	DA 533
-------	-----	--------

MILIT INT
SEA 11
RADAR

ILS glidepath
dent.

433
MSL

1087	

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

SEATTLE, WASHINGTON
Amdt 4A 10098




47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)
||S RWY 16| (CAT II)

NW-1. 23 SEP 2010 to 21 OCT 2010

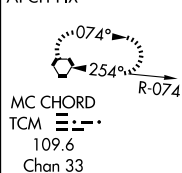
LOC/DME I-SNQ 110.3 Chan 40	APP CRS 163°	Rwy Idg 11901 TDZE 433 Apt Elev 433
---	------------------------	--

ILS RWY 16L (CAT III)
SEATTLE-TACOMA INTL (SEA)

 DME or RADAR required.		 	MISSED APPROACH: Climb heading 165° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILIT INTY/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.	
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)		GND CON 121.7

DME or RADAR REQUIRED
CATEGORY III SPECIAL
AUTOLAND EVALUATION
REQUIRED

ALTERNATE MISSED
APCH FIX



MISSED
APCH
FIX

Chan 115

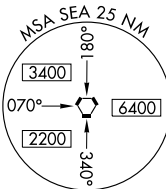
116.8 SEA

MILIT INT
SEA 11
RADAR

IAF
PAINE
110.6 PAE : = -
Chan 43

*6000

Procedure NA for arrivals
at PAE VOR/DME
via V23 northbound.



SEATTLE
116.8 SEA :
Chan 115

LOCALIZER 110.3
I-SNQ
Chan 40

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

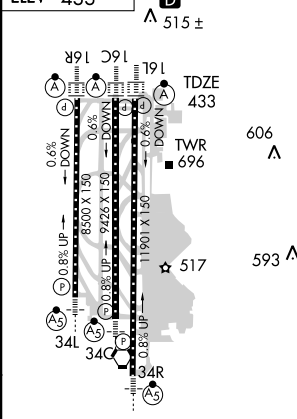
COROK	KENMO	HELZR	KARFO
I-SNQ	I-SNQ	I-SNQ	I-SNQ
18.3	15.4	12.5	10.1
RADAR	RADAR	RADAR	RADAR

[illegible]

CATEGORY	A	B	C	D
S-ILS 16L	NA	CAT IIIa	RVR 07	
S-ILS 16L	NA	CAT IIIb	RVR 03	
S-ILS 16L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

FIFV 433



HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

SEATTLE, WASHINGTON
Amdt 4A 10098

SEATTLE-TACOMA INTL (SEA)

ILS RWY 16L (CAT III)


47°27'N-122°19'W

NW-1. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 163°	Rwy Idg TDZE Apt Elev 8500 415 433
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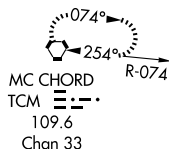
ILS RWY 16R (CAT II)

SEATTLE-TACOMA INTL (SEA)

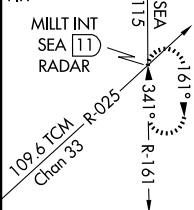
DME or RADAR required.		ALSF-2 	MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7

DME or RADAR REQUIRED

ALTERNATE MISSED
APCH FIX

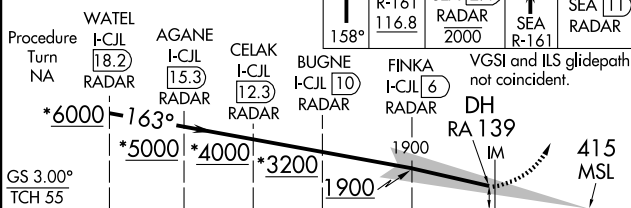


MISSED
APCH
FIX



LOCALIZER **110.75**
I-CJL
Chan **44**(Y)

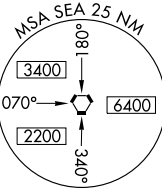
* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.



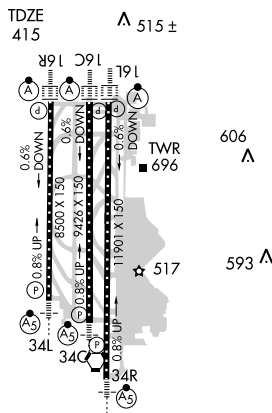
CATEGORY	A	B	C	D
S-ILS 16R				
	RA 139/12 100 DA 515			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

Procedure NA for arrivals
at PAE VOR/DME
via V23 northbound.




ELEV 433 **D**



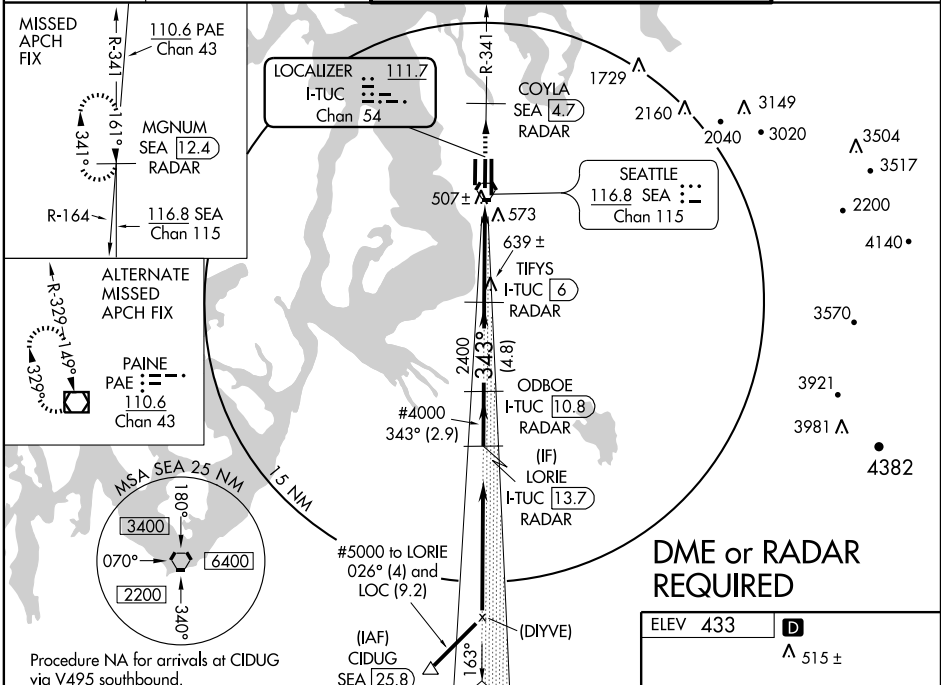
HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R



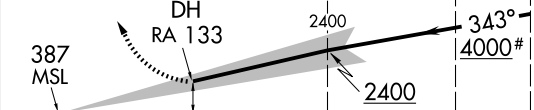
LOC/DME I-TUC <u>111.7</u> Chan 54	APP CRS 343°	Rwy Idg TDZE Apt Elev	9426 387 433
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ILS RWY 34C (CAT II)
SEATTLE-TACOMA INTL (SEA)

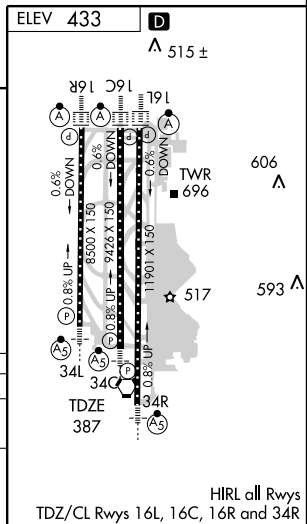
<p>✘ Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems.</p> <p>Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this Rwy. DME or RADAR required.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb heading 345° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.</p>
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ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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 345°	SEA R-341 116.8	COYLA SEA 4.7 RADAR 2000	 345°	5000 SEA 12.4 RADAR	# When assigned by ATC, intercept glidepath at 4000 or 5000.	LORIE I-TUC 13.7 RADAR	ODBOE I-TUC 10.8 RADAR	TIFY5 I-TUC 6 RADAR	Procedure Turn NA
VGSI and ILS glidepath not coincident.					DH RA 133	343°	5000#	2400	4000#
387 MSL		1303°	5.9 NM	4.8 NM	2.9 NM	GS 3.00° TCH 56			
CATEGORY	A		B		C		D		
S-ILS 34C RA 133/12 100 DA 487									

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

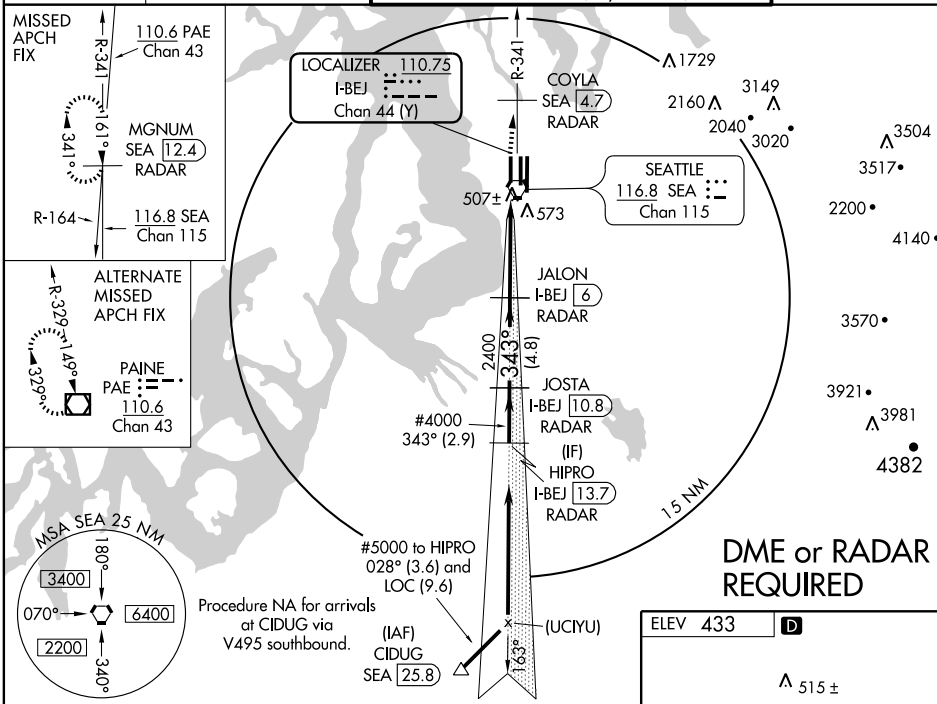


LOC/DME I-BEJ 110.75 Chan 44 (Y)	APP CRS 343°	Rwy Idg TDZE Apt Elev	8500 379 433
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ILS RWY 34L (CAT II)
SEATTLE-TACOMA INTL (SEA)

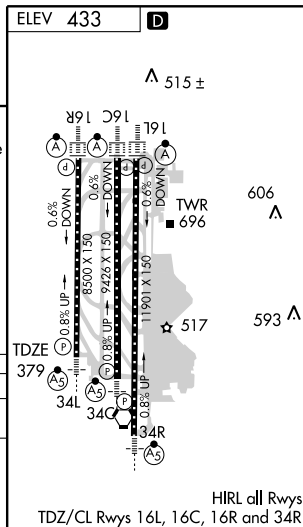
<p>T DME or RADAR required. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval or LOA for this Rwy.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb heading 348° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/ RADAR and hold, continue climb-in-hold to 5000.</p>
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ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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<div>↑</div> <div>348°</div>	<div>SEA</div> <div>R-341</div> <div>116.8</div>	<div>COYLA</div> <div>SEA 4.7</div> <div>RADAR</div> <div>2000</div>	<div>5000</div> <div>↑</div> <div>SEA</div> <div>R-341</div> <div>12.4</div> <div>RADAR</div>	# When assigned by ATC, intercept glidepath at 5000 or 4000.				<div>HIPO</div> <div>I-BEJ 13.7</div> <div>RADAR</div> <div>Procedure Turn NA</div>
VGSI and ILS glidepath not coincident.				<div>JALON</div> <div>I-BEJ 6</div> <div>RADAR</div>	<div>JOSTA</div> <div>I-BEJ 10.8</div> <div>RADAR</div>			
<div>379 MSL</div> <div>DH</div> <div>RA 150</div>				<div>2400</div>	<div>343°</div>	<div>5000#</div> <div>4000#</div> <div>2400</div>	<div>GS 3.00°</div> <div>TCH 55</div>	
<div>915'</div> <div>1294'</div> <div>5.9 NM</div> <div>4.8 NM</div> <div>2.9 NM</div>								
CATEGORY	A		B		C		D	
S-ILS 34L	RA 150/12 100 DA 479							

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



LOC/DME I-SEA 110.3 Chan 40	APP CRS 343°	Rwy Idg TDZE Apt Elev	11901 372 433
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ILS RWY 34R (CAT II)

SEATTLE-TACOMA INTL (SEA)

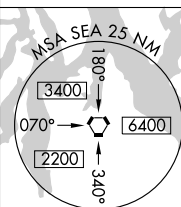
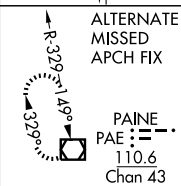
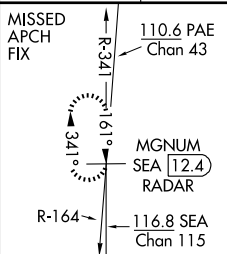
▼ Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this Rwy. DME or RADAR required.

MALSR



MISSED APPROACH: Climb heading 341° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.

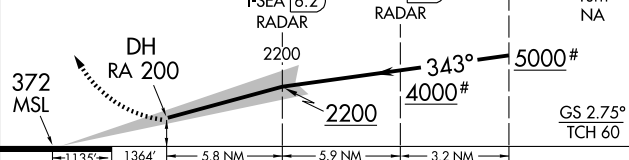
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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Procedure NA for arrivals at CIDUG via V495 southbound.

SEA R-341 116.8	COYLA SEA 4.7 RADAR 2000	5000 SEA R-341	MGNUM SEA 12.4 RADAR	Use I-SEA DME when on the localizer course. # When assigned by ATC, intercept glidepath at 4000 or 5000.
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VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 34R	RA 200/12	100	DA 472	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED.

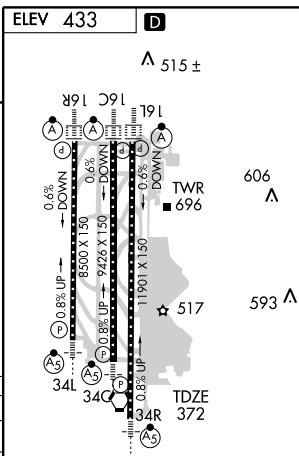
SEATTLE, WASHINGTON
Amdt 1B 10098

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

ILS RWY 34R (CAT II)

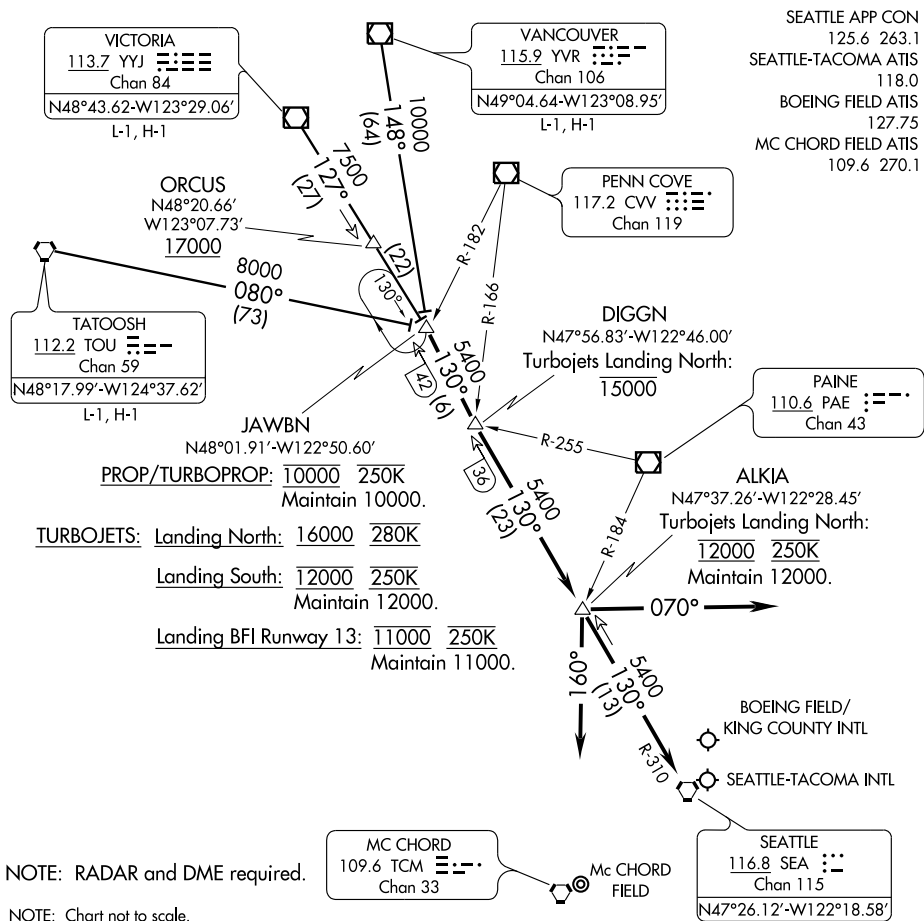
NW-1, 23 SEP 2010 to 21 OCT 2010



JAWBN ONE ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.

LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

JAWBN ONE ARRIVAL

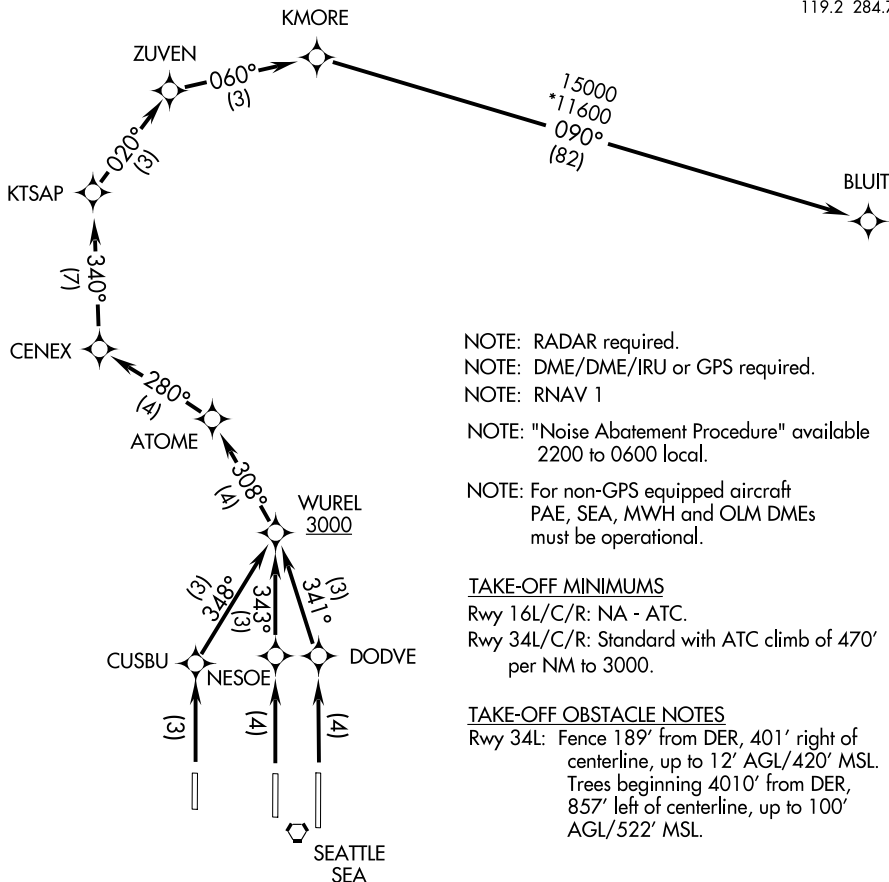
(JAWBN.JAWBN1) 10210

SEATTLE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010

KMORE TWO DEPARTURE (RNAV)

ATIS
118.0
SEATTLE DEP CON
119.2 284.7



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . .

...via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

KMORE TWO DEPARTURE (RNAV)

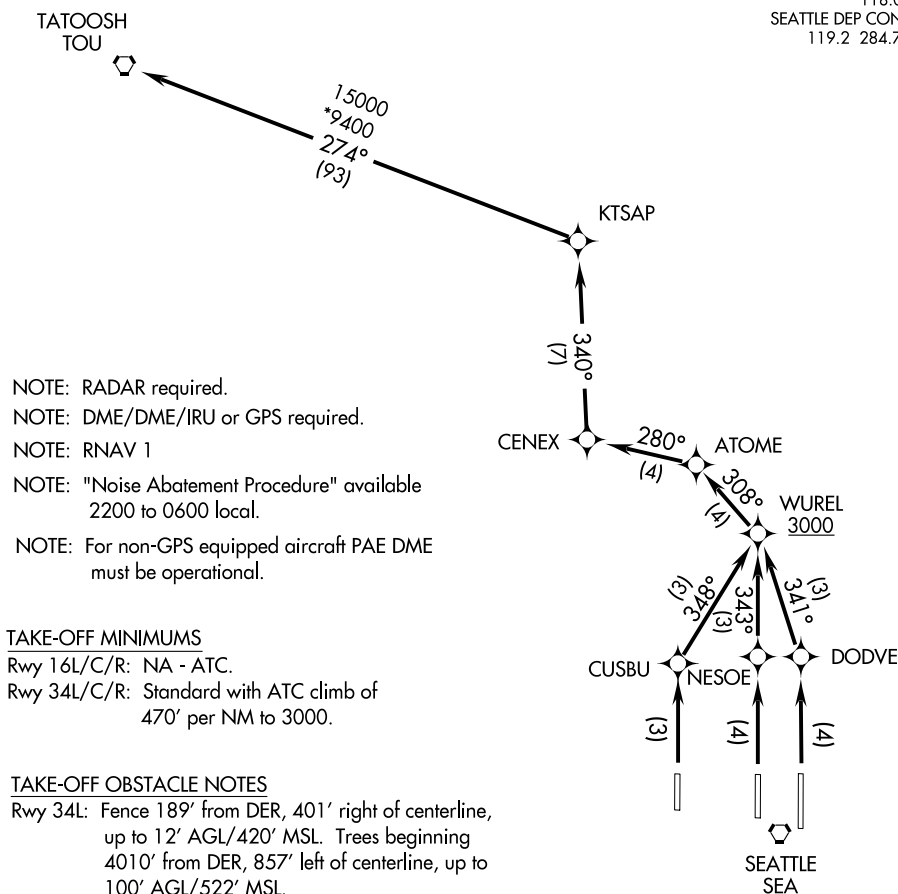
(KMORE2.KMORE) 09015

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1. 23 SEP 2010 to 21 OCT 2010

KTSAP THREE DEPARTURE (RNAV)

ATIS
118.0
SEATTLE DEP CON
119.2 284.7



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

. . . .via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

MOUNTAIN SIX DEPARTURE

SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ATIS
118.0
SEATTLE DEP CON
119.2 284.7

VANCOUVER
115.9 YVR
Chan 106
N49°04.64'
W123°08.95'
L-1, H-1

PRINCETON
113.9 YDC
Chan 86
N49°22.89'
W120°22.42'
H-1

WHATCOM
113.0 HUH
Chan 77
N48°56.72'
W122°34.76'
L-1, H-1

CRANBROOK
112.1 YXC
Chan 58
N49°33.30'
W116°05.27'
H-1

PAINÉ
110.6 PAE
Chan 43
N47°55.19'
W122°16.67'
L-1, H-1

NEZUG
N47°34.13'
W122°18.58'
4000

SPOKANE
115.5 GEG
Chan 102
N47°33.90'
W117°37.61'
L-13, H-1

EPHRATA
112.6 EPH
Chan 73
N47°22.68'
W119°25.44'
L-13, H-1

SEATTLE
116.8 SEA
Chan 115
N47°26.12'
W122°18.58'
L-1, H-1

MULLAN PASS
117.8 MLP
Chan 125
N47°27.41'
W115°38.76'
L-13, H-1

NICHY
N47°21.13'
W122°18.58'
3000

MOSES LAKE
115.0 MWH
Chan 97
N47°12.65'
W119°19.01'
L-13, H-1

ELLENSBURG
117.9 ELN
Chan 126
N47°01.46'
W120°27.51'
L-13, H-1

YAKIMA
116.0 YKM
Chan 107
N46°34.22'
W120°26.68'
L-13, H-1

PASCO
108.4 PSC
Chan 21
N46°15.78'
W119°06.94'
L-13

NOTE: RADAR and DME required.

TAKE-OFF MINIMUMS

Rwys 16L/C/R, 34 L/C/R: Standard.

Rwy 16L: ATC climb of 560' per NM to 3000.

Rwy 16C: ATC climb of 515' per NM to 3000.

Rwy 16R: ATC climb of 500' per NM to 3000.

Rwys 34L/C/R: ATC climb of 580' per NM to 4000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MOUNTAIN SIX DEPARTURE
(MONTN6.MONTN) 10210

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161 to cross NICHY at or above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161 to cross NICHY at or above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34R: Climb heading 340° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

. . . .Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA.

LOST COMMUNICATIONS: If no contact with ATC leaving 4000', proceed direct SEA VORTAC, then proceed on course.

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/468' MSL.

Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

NW-1, 23 SEP 2010 to 21 OCT 2010

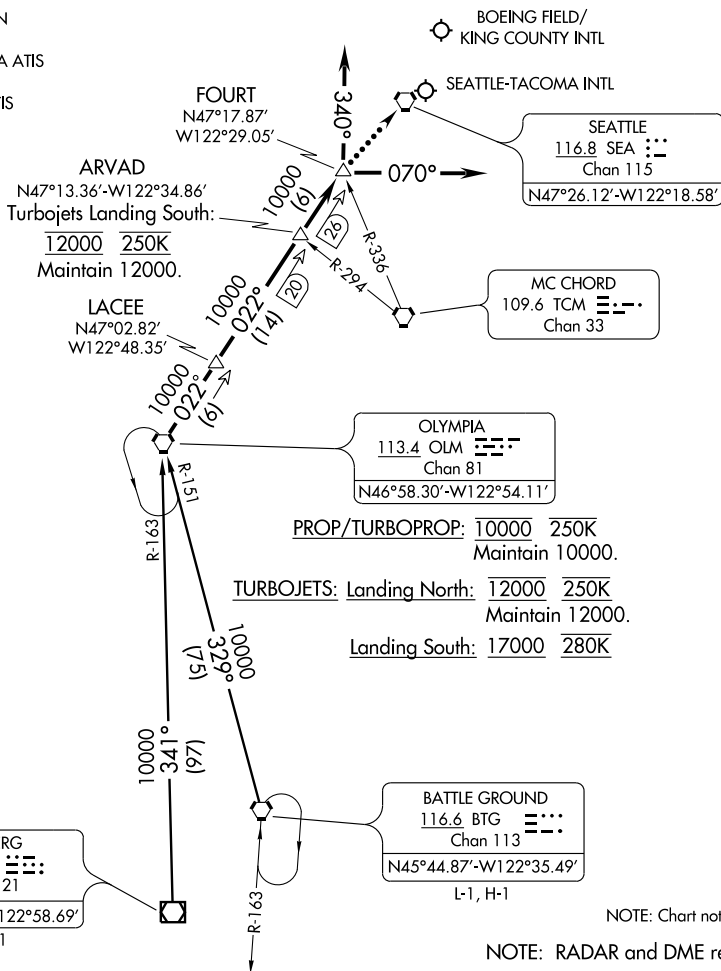
NW-1, 23 SEP 2010 to 21 OCT 2010

OLYMPIA SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE APP CON
125.6 263.1
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75



BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence....

NEWBERG TRANSITION (UBG.OLM6): From over UBG VOR/DME via UBG R-341 and OLM R-163 to OLM VORTAC. Thence....

....From over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence...

LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final approach course.

LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course.

LOST COMMUNICATIONS: From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

OLYMPIA SIX ARRIVAL

SEATTLE, WASHINGTON

WAAS CH 61010 W16B	APP CRS 163°	Rwy Idg 9426 TDZE 430 Apt Elev 433
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RNAV (GPS) RWY 16C

SEATTLE-TACOMA INTL (SEA)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
See additional requirements on adjacent information page.

ALSF-2



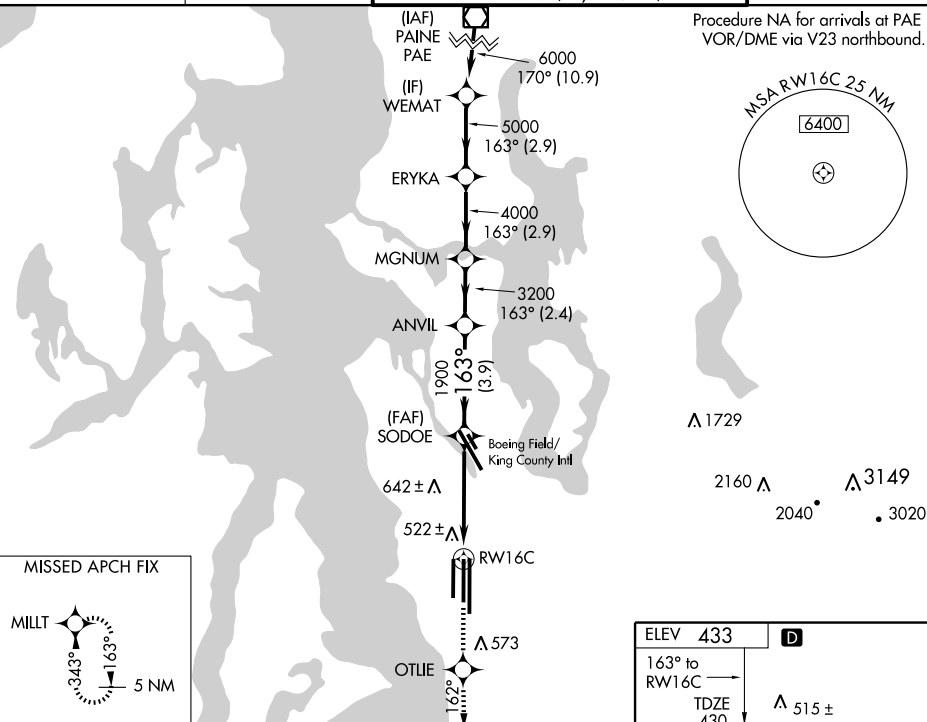
MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 via track 162° to MILT and hold. continue climb-in-hold to 5000.

ATIS
118.0

SEATTLE APP CON
133.65 273.45

SEATTLE TOWER
119.9 239.3 (Rwys 16C/34C, 16L/34R)
120.95 239.3 (Rwy 16R/34L)

GND CON
121.7



MISSED APCH FIX



OTUE

5000

MILT

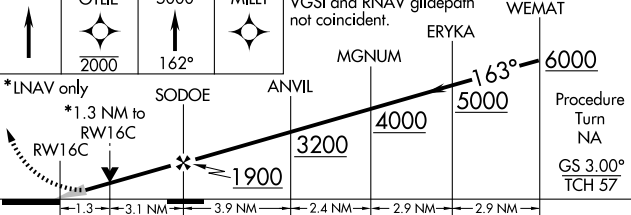
VCSI -

PLAY

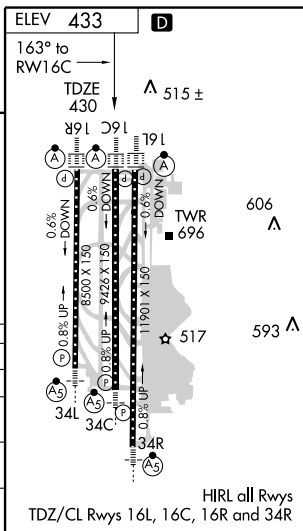
month

2

100



CATEGORY	A	B	C	D
LPV DA		630/24	200 (200-½)	
LNAV/ VNAV	DA	811/40	381 (400-¾)	
LNAV MDA	920/24	490 (500-½)	920/40 490 (500-¾)	920/50 490 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)



SEATTLE, WASHINGTON
Amdt 1B 10098

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (GPS) RWY 16C

SEATTLE-TACOMA INTL AIRPORT**ALERT NOTICE****ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

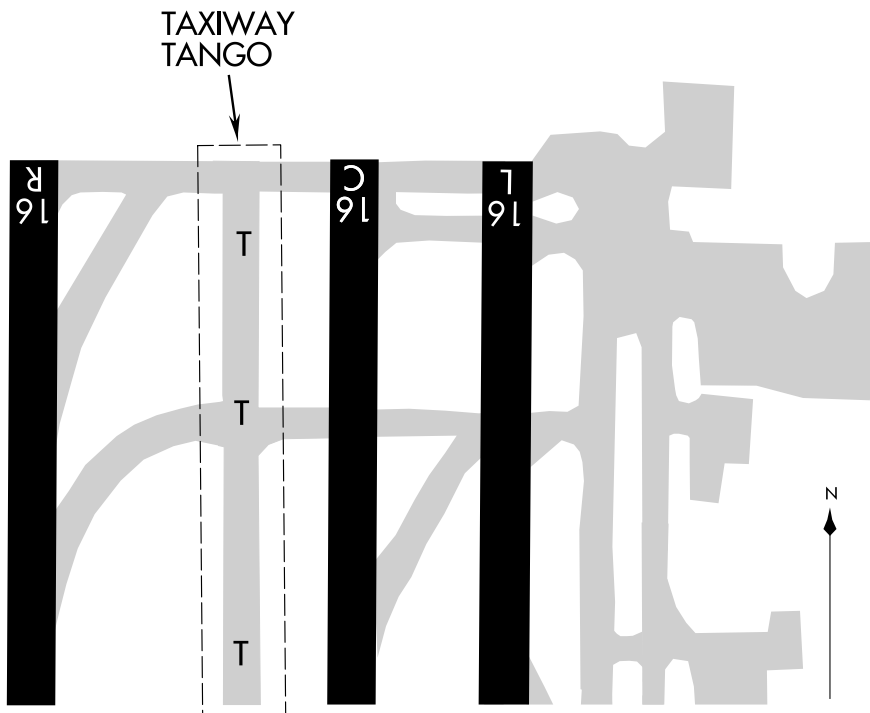
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



WAAS CH 63202 W16A	APP CRS 163°	Rwy Idg 11901 TDZE 433 Apt Elev 433
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RNAV (GPS) RWY 16L

SEATTLE-TACOMA INTL (SEA)

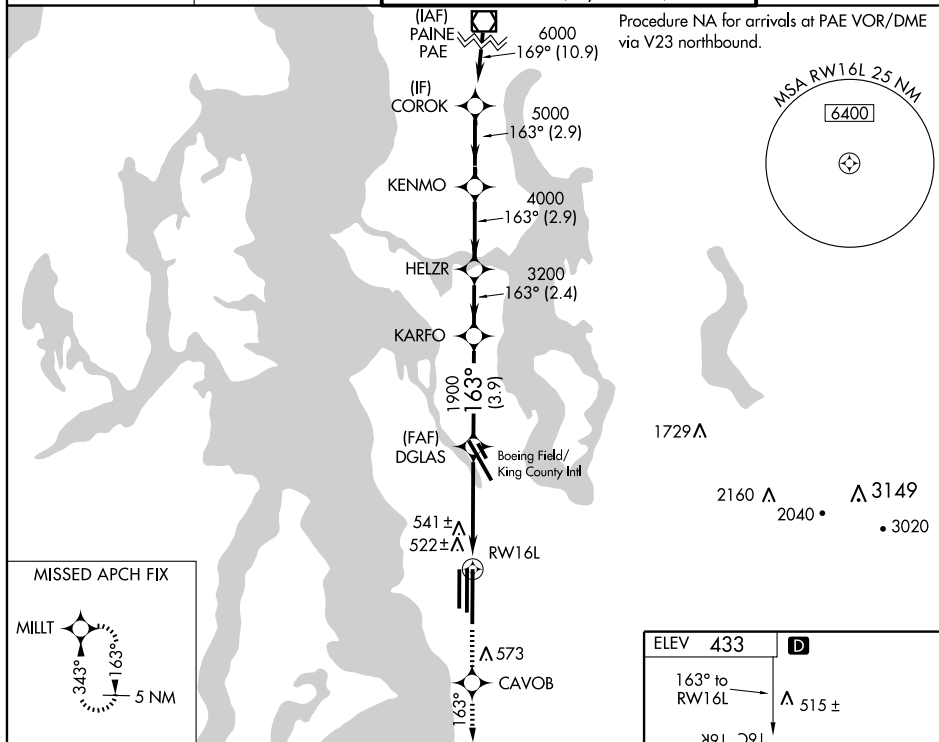
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.

ALSF-2

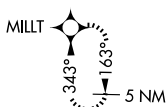











MISSED APPROACH: Climb direct CAVOB to cross CAVOB at or below 2000, then climb to 5000 via track 163° to MILLT and hold, continue climb-in-hold to 5000

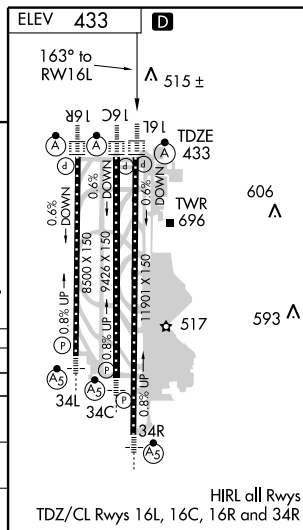
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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MISSED APCH FIX



 CAVOB 2000		 5000 163°		 MILT		VGSI and RNAV glidepath not coincident.		KENMO 163°		COROK 6000	
* LNAV only RW16L		* 1.3 NM to RW16L		DGLAS		KARFO 3200		HELZR 4000		Procedure Turn NA GS 3.00° TCH 54	
 1.3		 3.1 NM		 3.9 NM		 2.4 NM		 2.9 NM		 2.9 NM	
CATEGORY		A		B		C		D			
LPV DA				729/24		296 (300-½)					
LNAV/VNAV DA				811/40		378 (400-¾)					
LNAV MDA		920/24		487 (500-½)		920/40 487 (500-¾)		920/50 487 (500-1)			
CIRCLING		1000-1		567 (600-1)		1000-1½ 567 (600-1½)		1000-2 567 (600-2)			



SEATTLE, WASHINGTON

Amdt 2B 10098

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (GPS) RWY 16L

NW-1. 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86910 W16D	APP CRS 163°	Rwy Idg 8500 TDZE 415 Apt Elev 433
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RNAV (GPS) RWY 16R

SEATTLE-TACOMA INTL (SEA)



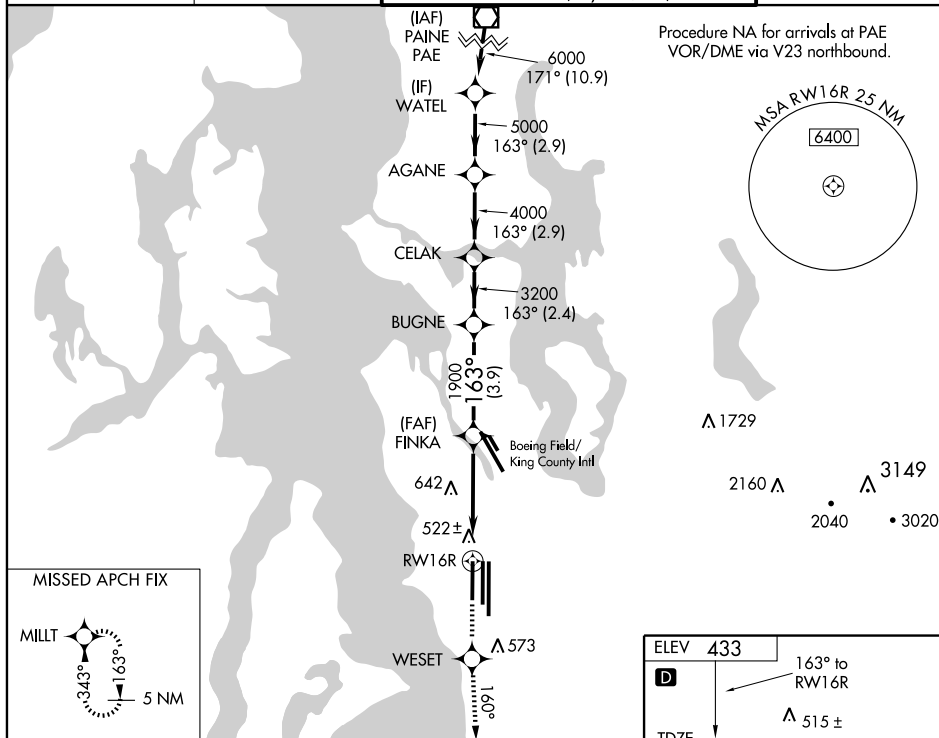
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb direct WESET to cross WESET at or below 2000, then climb to 5000 via track 160° to MILT and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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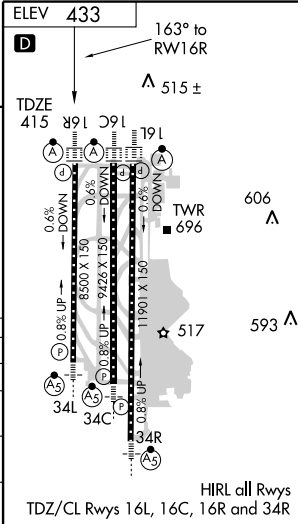


MISSED APCH FIX



343°
163°
5 NM

	WESET	5000	MILT	VGSI and RNAV glidepath not coincident.				WATEL
	↑	↑	↑					
	2000	160°						
	*LNAV only							
	*1.4 NM to RWY 16R							
	RWY 16R							
	1.4	3 NM	3.9 NM	2.4 NM	2.9 NM	2.9 NM		
CATEGORY	A	B	C	D				
LPV DA		615/24	200 (200-½)					
LNAV/VNAV DA		808/40	393 (400-¾)					
LNAV MDA	920/24	505 (500-½)	920/50	505 (500-1)				
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)				



WAAS CH 77710 W34B	APP CRS 343°	Rwy Ldg TDZE 387 Apt Elev 433
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RNAV (GPS) RWY 34C

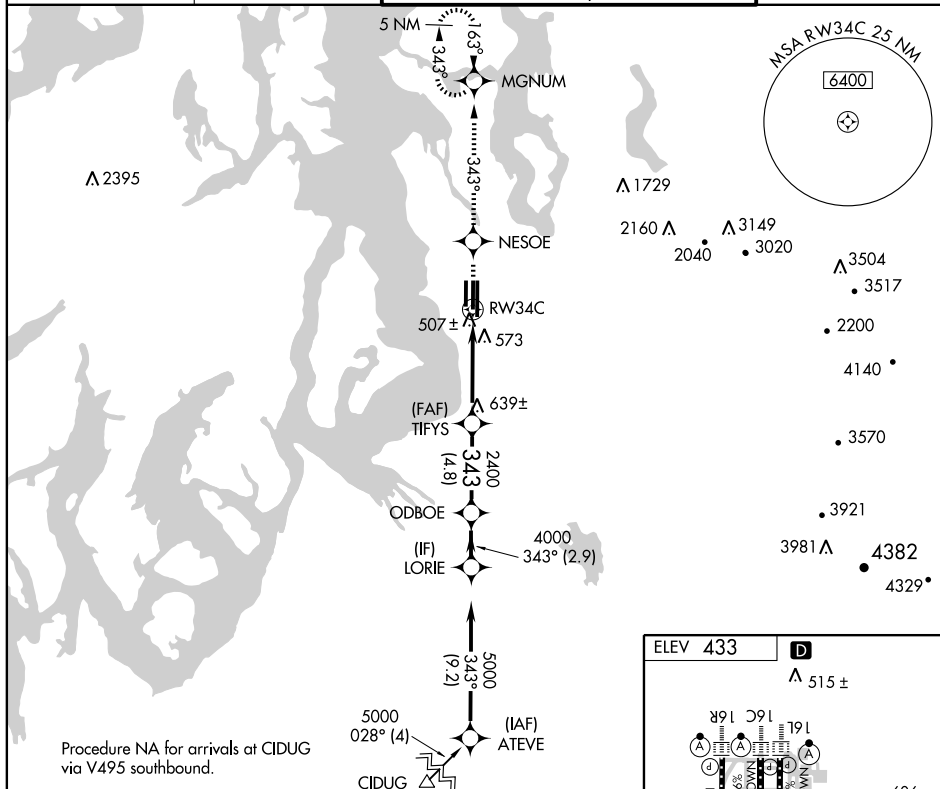
SEATTLE-TACOMA INTL (SEA)

▼ For inoperative MALSR, increase LPV all Cats. visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

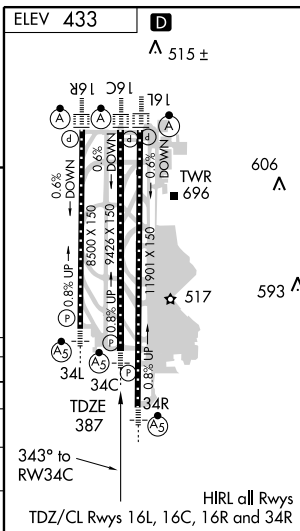


MISSED APPROACH: Climb direct NESOE to cross NESOE at or below 2000, then climb to 5000 via track 343° to MGNUM and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER (Rwys 16C/34C, 16L/34R) 119.9 239.3 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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	NESOE	5000	MGNUM	VGSI and RNAV glidepath not coincident.	LORE	Procedure Turn NA
	2000	343°	343°	2400	4000	5000
	1.5 NM	4.6 NM	4.8 NM	2.9 NM		
CATEGORY	A	B	C	D		
LPV DA		741/40	354 (400-¾)			
LNAV/VNAV DA		790/50	403 (400-1)			
LNAV MDA	900/24	513 (500-½)	900/50 513 (500-1)	900/60 513 (500-1¼)		
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)		



RNAV (GPS) RWY 34L

SEATTLE-TACOMA INTL (SEA)

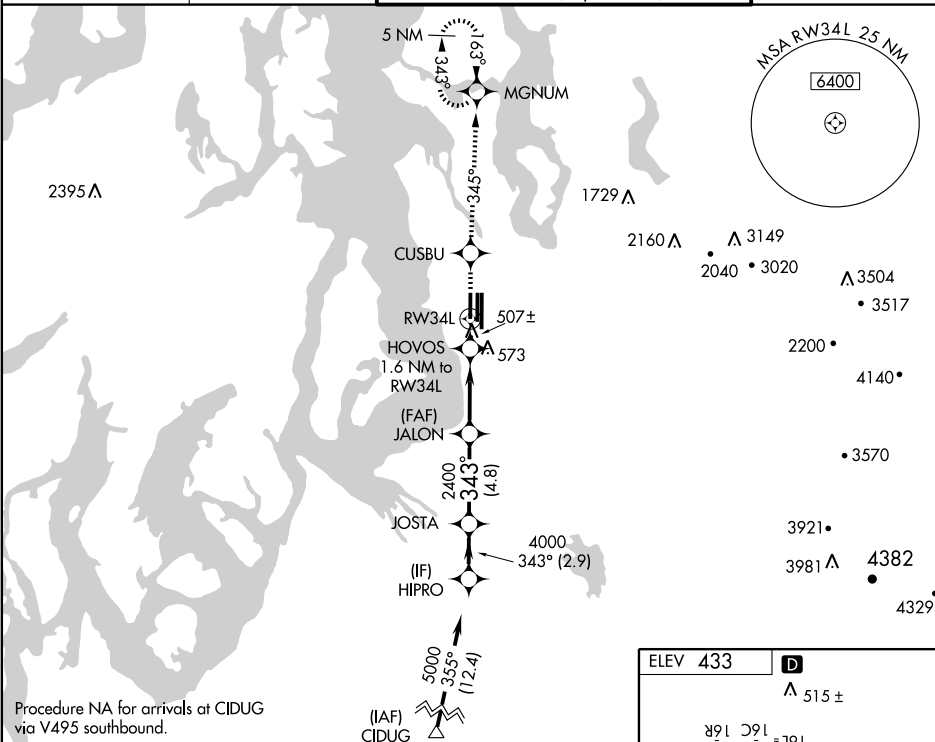
WAAS CH 45810 W34D	APP CRS 343°	Rwy Idg TDZE 8500 Apt Elev 379 433
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

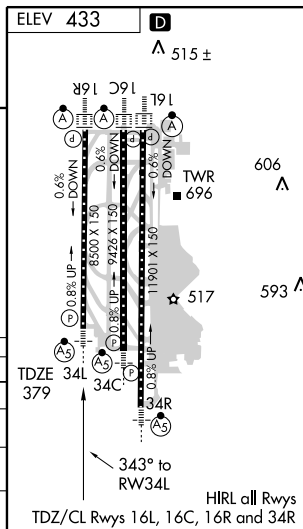


MISSED APPROACH: Climb direct CUSBU to cross CUSBU at or below 2000, then climb to 5000 via track 345° to MGNUM and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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Procedure NA for arrivals at CIDUG via V495 southbound.				
<div> <div> <div>↑</div> <div>CUSBU</div> <div>2000</div> </div> <div> <div>↑</div> <div>5000</div> <div>345°</div> </div> <div> <div>↑</div> <div>MGNUM</div> </div> </div>				
VGSI and RNAV glidepath not coincident. Procedure Turn NA				
<div> <div> <div>*LNAV only</div> <div> <div>RW34L</div> <div>HOVOS 1.6 NM to RW34L</div> <div>JALON</div> <div>JOSTA</div> <div>HIPO</div> </div> </div> <div> <div>920*</div> <div>2400</div> <div>4000</div> <div>5000</div> </div> <div> <div>1.6 NM</div> <div>4.5 NM</div> <div>4.8 NM</div> <div>2.9 NM</div> </div> </div>				
CATEGORY	A	B	C	D
LPV DA	579/24		200 (200-½)	
LNAV/VNAV DA	792/50		413 (400-1)	
LNAV MDA	860/24	481 (500-½)	860/40 481 (500-¾)	860/50 481 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)



RNAV (GPS) RWY 34R

SEATTLE-TACOMA INTL (SEA)

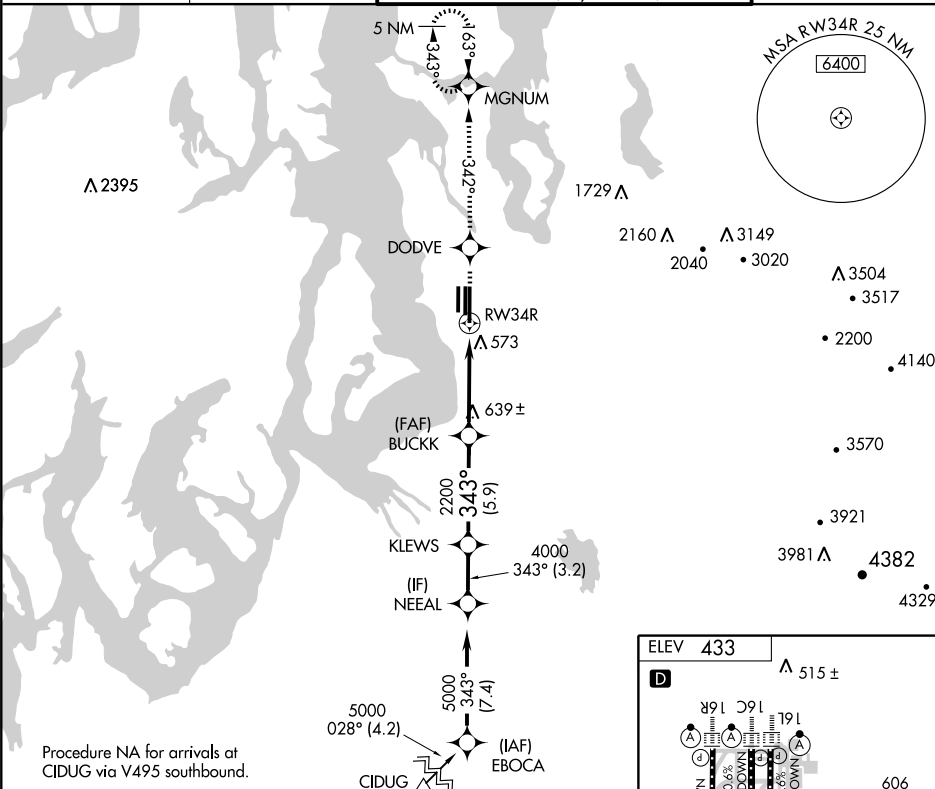
WAAS CH 42710 W34A	APP CRS 343°	Rwy Idg TDZE 372 Apt Elev 433
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▼ For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.

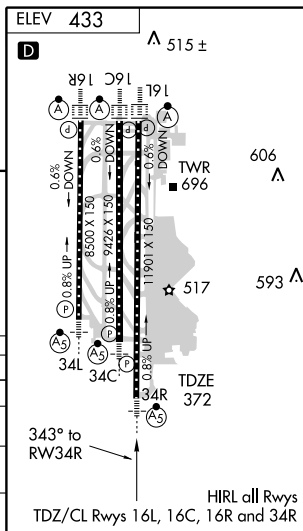


MISSED APPROACH: Climb direct DODVE to cross DODVE at or below 2000, then climb to 5000 via track 342° to MGNUM and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7
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	DODVE	5000	MGNUM	VGSI and RNAV glidepath not coincident.	Procedure
	2000	342°			NEEL Turn NA
*LNAV only	1.6 NM to RW34R				5000
	1.6 NM	4.4 NM	5.9 NM	3.2 NM	GS 2.75° TCH 60
CATEGORY	A	B	C	D	
LPV DA	622/24	250 (200-1/2)			
LNAV/VNAV DA	869-1 1/2	497 (500-1 1/2)			
LNAV MDA	900/24	528 (500-1/2)	900/50 528 (500-1)	900/60 528 (500-1 1/4)	
CIRCLING	1000-1	567 (600-1)	1000-1 1/2 567 (600-1 1/2)	1000-2 567 (600-2)	

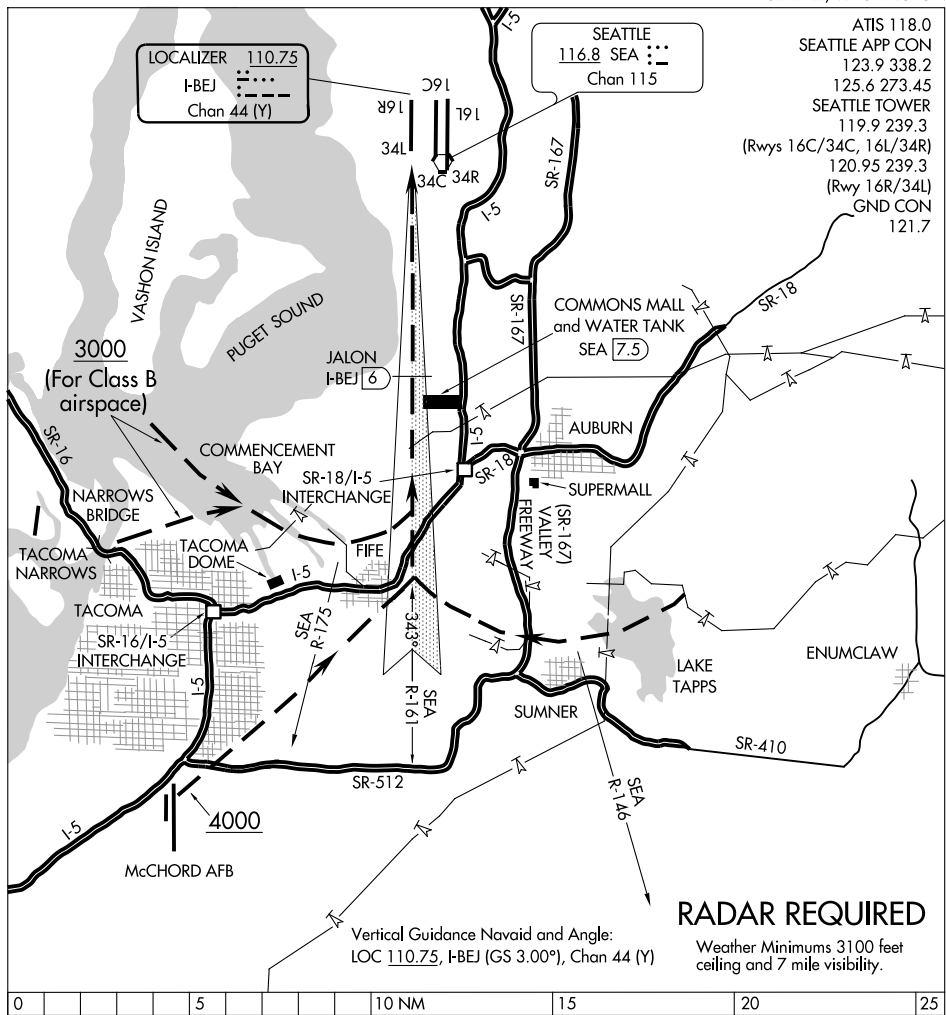


SALTY VISUAL RWY 34L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON



SALTY VISUAL APPROACH RWY 34L

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord AFB or Lake Tapps for a Salty Visual Runway 34L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34L. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34L.

SALTY VISUAL RWY 34L

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

SEATTLE FOUR DEPARTURE

SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ATIS
118.0
SEATTLE DEP CON
119.2 284.7

VANCOUVER
115.9 YVR
Chan 106
N49°04.64'
W123°08.95'

WHATCOM
113.0 HUH
Chan 77
N48°56.72'
W122°34.76'

PRINCETON
113.9 YDC
Chan 86
N49°22.89'
W120°22.42'

VICTORIA
113.7 YYJ
Chan 84
N48°43.62'
W123°29.06'

TATOOSH
112.2 TOU
Chan 59
N48°17.99'
W124°37.62'

HOQUIAM
117.7 HQM
Chan 124
N46°56.82'
W124°08.96'

ASTORIA
114.0 AST
Chan 87
N46°09.70'
W123°52.82'

EUGENE
112.9 EUG
Chan 76
N44°07.25'
W123°13.37'

OLYMPIA
113.4 OLM
Chan 81
N46°58.30'
W122°54.11'

SEATTLE
116.8 SEA
Chan 115
N47°26.12'
W122°18.58'

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'
W122°35.49'

NEWBERG
117.4 UBG
Chan 121
N45°21.19'
W122°58.69'

PAINE
110.6 PAE
Chan 43
N47°55.19'
W122°16.67'

EPHRATA
112.6 EPH
Chan 73
N47°22.68'
W119°25.44'

ELLENSBURG
117.9 ELN
Chan 126
N47°01.46'
W120°27.51'

YAKIMA
116.0 YKM
Chan 107
N46°34.22'
W120°26.68'

NOTE: RADAR required.

NOTE: Between the hours of 2200 and 0600 local, large turbine powered aircraft departing runways 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb heading 349° and SEA R-341, thence. . .
TAKE-OFF RUNWAY 34C/R: Climb heading 344° and SEA R-341, thence. . .
TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . .
TAKE-OFF RUNWAY 16C: Climb heading 162° and SEA R-161, thence. . .
TAKE-OFF RUNWAY 16R: Climb heading 157° and SEA R-161, thence. . .
. . . Maintain assigned altitude, expect radar vectors to assigned route.

STADIUM VISUAL RWY 16L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

ATIS 118.0

SEATTLE APP CON

123.9 263.1

SEATTLE TOWER

119.9 239.3

(Rwys 16C/34C, 16L/34R)

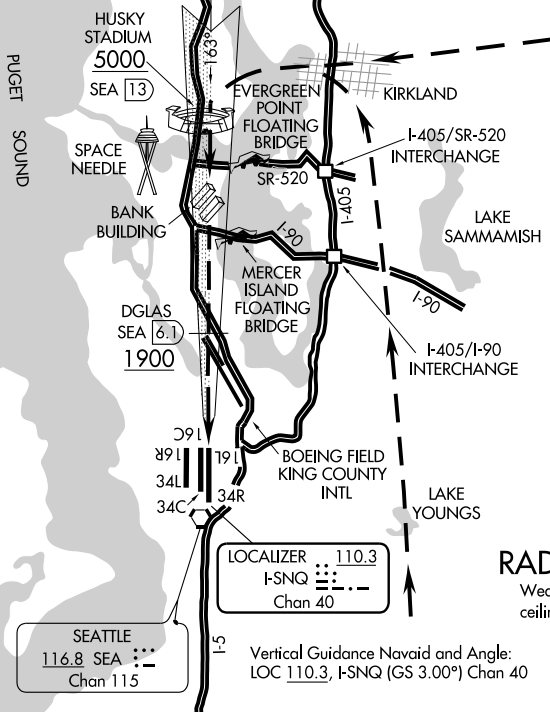
120.95 239.3

(Rwy 16R/34L)

GND CON

121.7

NOTE: TCAS sensitive approach
due to extensive traffic in
vicinity of the Boeing Field
King County Intl Airport.



RADAR REQUIRED

Weather Minimums: 5000 feet
ceiling and 4 miles visibility.

Vertical Guidance Navaid and Angle:
LOC 110.3, I-SNQ (GS 3.00°) Chan 40

STADIUM VISUAL APPROACH RWY 16L

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Stadium Visual Runway 16L Approach. When cleared for a Stadium Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16L localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

STADIUM VISUAL RWY 16L

SUMMA SEVEN DEPARTURE

SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

ATIS
118.0
SEATTLE DEP CON
119.2 284.7

NEZUG
N47°34.12' W122°18.58'
4000

PAINE
110.6 PAE :--
Chan 43

TAKE-OFF MINIMUMS

Rwys 16L/C/R: Standard.

Rwys 34L/C/R: Standard with minimum climb of 580' per NM to 4000 (ATC).

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

SEATTLE
116.8 SEA :--
Chan 115
N47°26.12' W122°18.58'

NEVJO
N47°15.13' W122°18.58'

OLYMPIA
113.4 OLM :--
Chan 81

LAKEVIEW
112.0 LKV :--
Chan 57
N42°29.57' W120°30.43'
L-11, H-3

SUMMA
N46°37.07' W121°59.30'

BAKER CITY
115.3 BKE :--
Chan 100
N44°50.44' W117°48.47'
L-13, H-1

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341, thence. . .TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341, thence. . .TAKE-OFF RUNWAY 34R: Climb heading 342° and SEA R-341, thence. . .

. . . to cross NEZUG at or above 4000, then right turn heading 070° to cross the PAE R-139, then right turn heading 165° to intercept SEA R-146 to SUMMA INT, then via assigned transition.

TAKE-OFF RUNWAYS 16L/C: Climb heading 163° and SEA R-161, thence. . .TAKE-OFF RUNWAY 16R: Climb heading 161° and SEA R-161, thence. . .

. . . to NEVJO, then left turn heading 130° to intercept the SEA R-146 to SUMMA INT, then via assigned transition.

BAKER CITY TRANSITION (SUMMA7.BKE): From over SUMMA INT via OLM R-100 and BKE R-283 to BKE VOR/DME.LAKEVIEW TRANSITION (SUMMA7.LKV): From over SUMMA INT via SEA R-146 and LKV R-327 to LKV VORTAC.



SUMMA SEVEN DEPARTURE

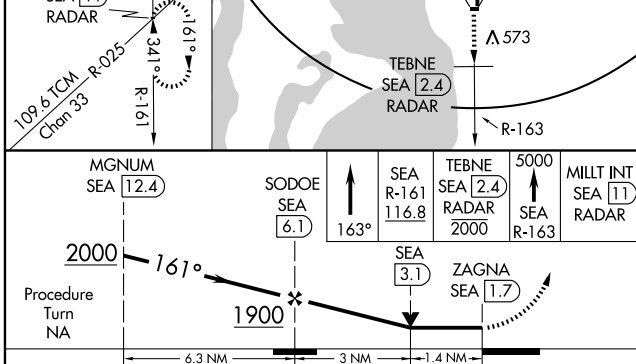
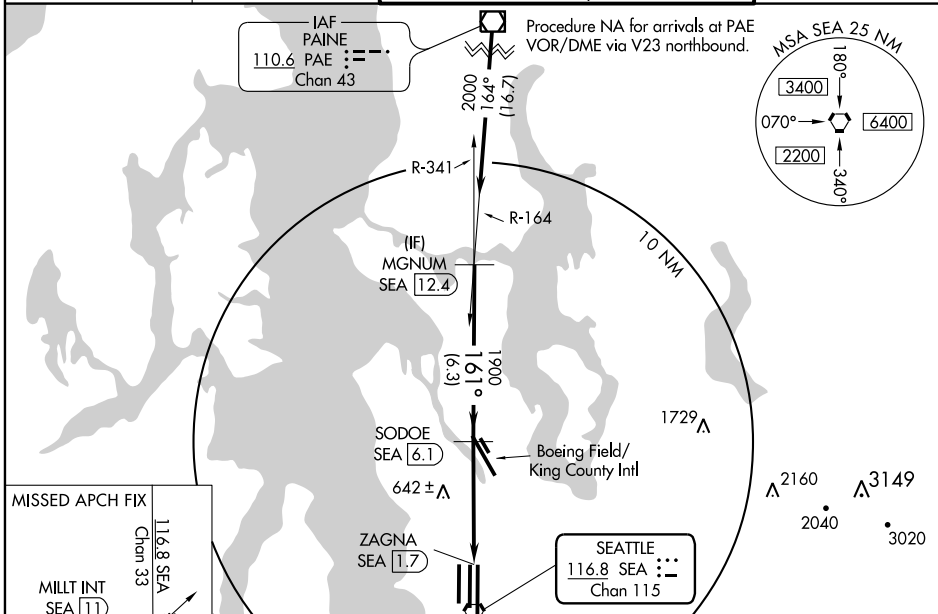
(SUMMA7.SUMMA) 09015

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

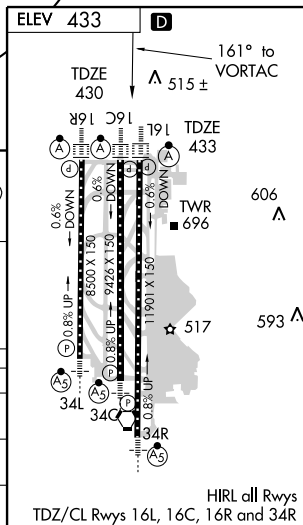
VORTAC SEA 116.8 Chan 115	APP CRS 161°	Rwy 16L Idg 11901 TDZE 433 Apt Elev 433	Rwy 16C Idg 9426 TDZE 430 Apt Elev 433
---	------------------------	--	---

VOR/DME RWY 16L/C
SEATTLE-TACOMA INTL (SEA)

 See additional requirements on adjacent information page.		ALSF-2 Rwy 16L/C 	MISSED APPROACH: Climb heading 163° and SEA VORTAC R-161 to cross TEBNE/2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA R-163 to MILIT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.
ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7



CATEGORY	A	B	C	D
S-16L	960/24	527 (600-½)	960/50 527 (600-1)	960/60 527 (600-1¼)
S-16C	960/24	530 (600-½)	960/50 530 (600-1)	960/60 530 (600-1¼)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)



SEATTLE-TACOMA INTL AIRPORT**ALERT NOTICE****ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

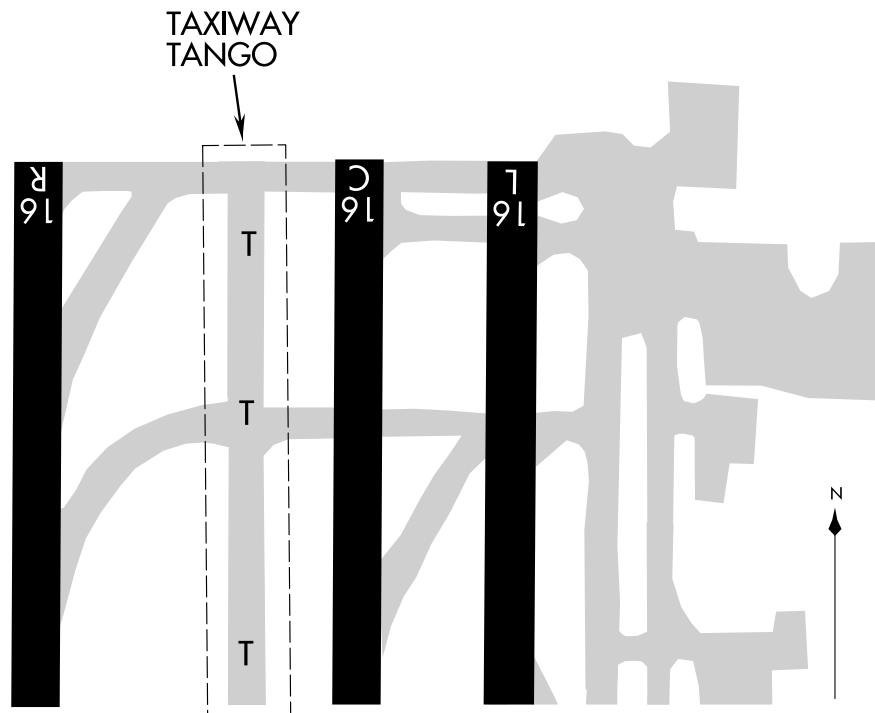
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



VORTAC SEA
116.8
Chgn **115**

APP CRS
341°

Rwy 34C Idg	9426
TDZE	387
Apt Elev	433

Rwy 34R Idg	11901
TDZE	372
Apt Elev	433

VOR/DME RWY 34C
SEATTLE-TACOMA INTL (SEA)



Inoperative table does not apply to sidestep
34R Cats. A and B.

MALSR
Rwy 34C/R

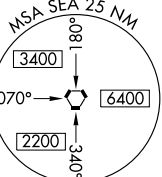
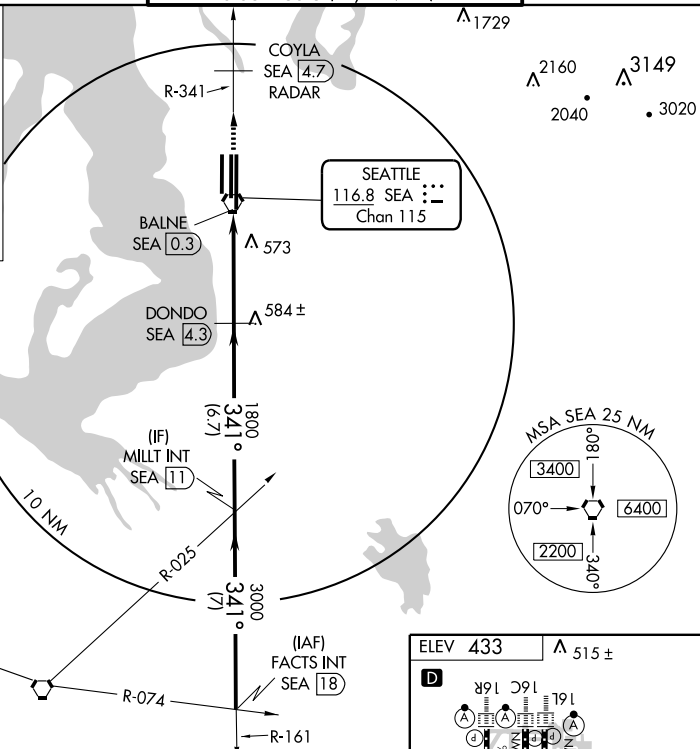
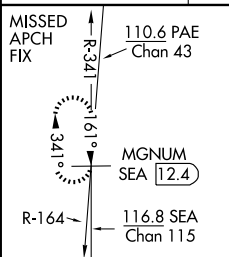
MISSED APPROACH: Climb via SEA R-341 to cross COYLA/4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA R-341 to MGNUM/SEA 12.4 DME and hold, continue climb-in-hold to 5000.

ATIS
118.0


SEATTLE APP CON
133.65 273.45

SEATTLE TOWER
119.9 239.3 (Rwys 16C/34C, 16L/34R)
120.95 239.3 (Rwy 16R/34L)

GND CON
121.7



McCHORD
109.6 TCM $\Xi \cdot - \cdot$
Chan 33

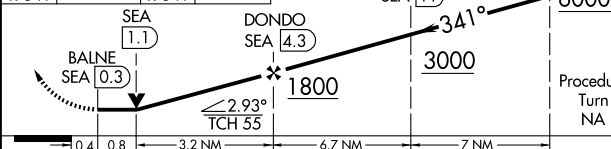
 SEA R-341	COYLA SEA 4 RADA 2000
---	--------------------------------

5000
↑
SEA
R-341

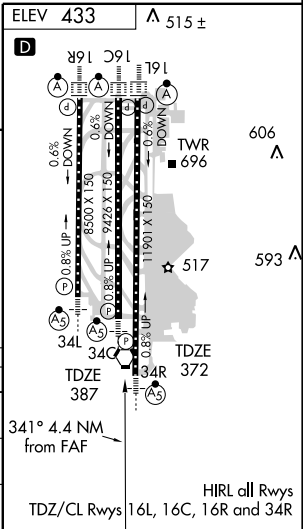
MGNUM
SEA
12.4

VGSI and descent are not coincident.

FACTS INT
SEA 18
6000



CATEGORY	A	B	C	D
S-34C	840/24 453 (500-½)		840/40 453 (500-¾)	840/50 453 (500-1)
SIDESTEP 34R	840/60 468 (500-1¼)			840-1¾ 468 (500-1¾)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)



SEATTLE, WASHINGTON
Amdt 1B 10098

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)
VOR/DME RWY 34C

NW-1. 23 SEP 2010 to 21 OCT 2010

SHELTON

SANDERSON FLD (SHN) 3 NW UTC-8(-7DT) N47°14.01' W123°08.85'

273 B S4 FUEL 100LL, JET A NOTAM FILE SHN

RWY 05-23: H5005X100 (ASPH) S-55, D-72, 2D-130 MIRL 0.3% up NE

RWY 05: Trees. Rgt tfc.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended 1600-0030Z±. Parachute Jumping. 24 hr credit card fuel facility.

WEATHER DATA SOURCES: ASOS 119.275 (360) 427-3835.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SEATTLE APP/DEP CON 121.1

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

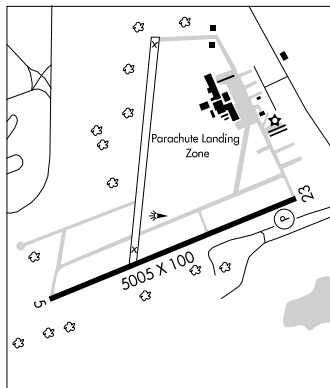
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30'

W122°54.11' 308° 18.7 NM to fld. 200/19E. HIWAS.

MASON CO NDB (MHW) 348 MNC N47°14.89' W123°05.18'

232° 2.7 NM to fld. NOTAM FILE SHN.

NDB unmonitored. NDB unusable 280°-340° beyond 20 NM.



SEATTLE

H-1B, L-1D

IAP

SILVERDALE

APEX AIRPARK (8W5) 2 NW UTC-8(-7DT) N47°39.41' W122°43.99'

525 B S4 NOTAM FILE SEA

Not insp.

RWY 17-35: H2500X28 (ASPH) LIRL

RWY 35: Rgt tfc.

AIRPORT REMARKS: Attended continuously. Caution: children and pets etc on invof arpt. No line of sight between rwy ends. Twy east side rwy. Use caution on twy. Trees, acft and buildings in transition sfcs.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE

SKAGIT/BAY VIEW N48°28.12' W122°25.10'. NOTAM FILE BVS.

NDB (MHW) 240 BVS at Skagit Rgnl. NDB unusable 350°-030° byd 20 NM.

SEATTLE

L-1E

SKAGIT RGNL (See BURLINGTON/MOUNT VERNON)

SKY HARBOR (See SULTAN)

SKYLINE SPB (See ANACORTES)

SKYKOMISH STATE (S88) 1 E UTC-8(-7DT) N47°42.66' W121°20.34'

1002 NOTAM FILE SEA

RWY 06-24: 2050X100 (TURF)

RWY 06: Trees. RWY 24: Trees.

AIRPORT REMARKS: Unattended. CLOSED yearly 1 Oct-1 June. Vehicles, pedestrians and animals on and invof rwy.

CTC Washington State Division of Aeronautics 360-651-6300 or 1-800-552-0666, for facility information prior to use. Mountains surround arpt. Rwy soft when wet.

COMMUNICATIONS: CTAF 122.9

SEATTLE

SNOHOMISH CO (PAINE FLD) (See EVERETT)

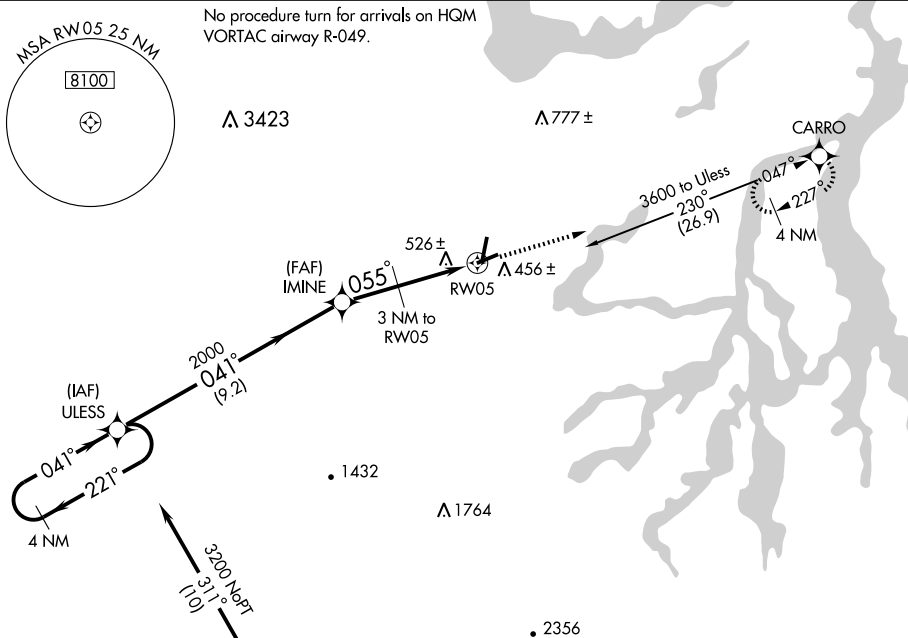
APP CRS	Rwy Idg	5005
055°	TDZE	270
	Apt Elev	273

GPS RWY 5

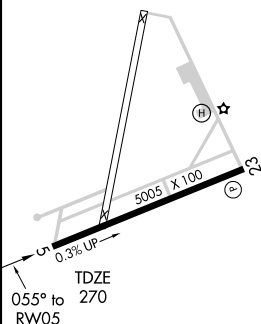
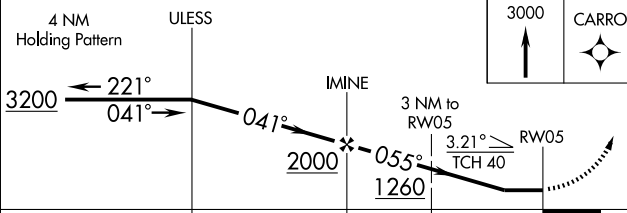
SHELTON/ SANDERSON FIELD (SHN)



MISSED APPROACH: Climb to 3000 direct CARRO WP and hold.

ASOS
119.275SEATTLE APP CON
121.1 290.9UNICOM
122.8 (CTAF)No procedure turn for arrivals on HQM
VORTAC airway R-049.

ELEV 273

4 NM
Holding Pattern

CATEGORY	A	B	C	D
S-5	780-1	510 (600-1)	780-1½ 510 (600-1½)	780-1¾ 510 (600-1¾)
CIRCLING	840-1	567 (600-1)	940-2 667 (700-2)	1000-2¼ 727 (800-2¼)

REIL Rwy 23
MIRL Rwy 5-23

SHELTON, WASHINGTON

Amdt 1A 09295

SHELTON/ SANDERSON FIELD (SHN)

47°14'N - 123°09'W

GPS RWY 5

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5005
229°	TDZE	273
	Apt Elev	273

GPS RWY 23

SHELTON/ SANDERSON FIELD (SHN)



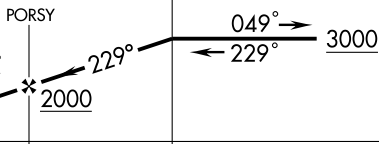
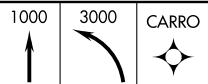
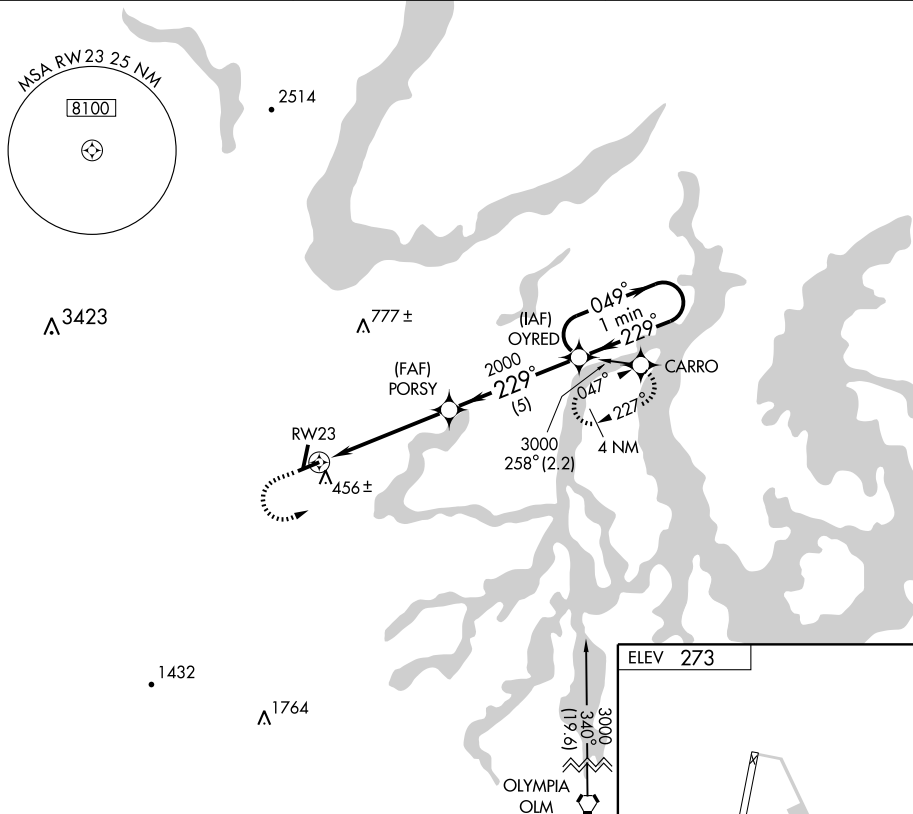
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct CARRO WP and hold.

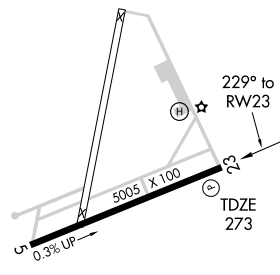
ASOS
119.275

SEATTLE APP CON
121.1 290.9

UNICOM
122.8 (CTAF)



ELEV 273



CATEGORY	A	B	C	D
S-23	860-1	587 (600-1)	860-1½ 587 (600-1½)	860-1¾ 587 (600-1¾)
CIRCLING	860-1	587 (600-1)	940-2 667 (700-2)	1000-2¼ 727 (800-2¼)

REIL Rwy 23
MIRL Rwy 5-23

NDB MNC 348	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 273
-----------------------	------------------------	-----------------------------	--------------------------

NDB or GPS-A

SHELTON/ SANDERSON FIELD (SHN)



MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct MNC NDB and hold.

ASOS
119.275

SEATTLE APP CON
121.1 290.9

UNICOM
122.8 (CTAF)

• 5054

• 2514

KITSAP
206 PWT **119.9**

Λ 3423

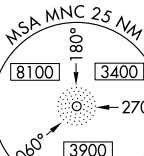
Λ 777 ±

IAF
MASON COUNTY
348 MNC **119.9**

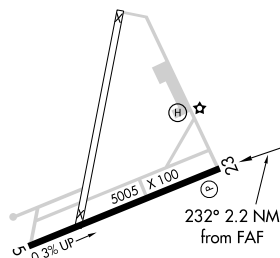
(MARKP)

472 ±

Λ 456 ±



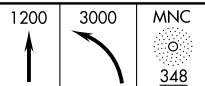
ELEV 273



REIL Rwy 23
MIRL Rwy 5-23

FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44



NDB

Remain
within 10 NM

(MARKP)

4.60°
TCH 35

1400

VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
CIRCLING	900-1	627 (700-1)	940-2 667 (700-2)	1000-2¼ 727 (800-2¼)

SHELTON, WASHINGTON

Amdt 2 08157

SHELTON/ SANDERSON FIELD (SHN)

47°14'N-123°09'W

NDB or GPS-A

SNOHOMISH

HARVEY FLD (S43) 1 SW UTC-8(-7DT) N47°54.29' W122°06.16'

SEATTLE

22 S4 FUEL 100, JET A TPA-1006(984) NOTAM FILE SEA

L-1D

RWY 15L-33R: H2671X36 (ASPH) S-10 LIRL (NSTD)

IAP

RWY 15L: TRCV (TRIR)-GA 5.0° TCH 30'. Thld dsplcd 451'. P-line. Rgt tfc.

RWY 33R: TRCV (TRIR)-GA 3.0° TCH 30'. Thld dsplcd 241'. Trees.

RWY 15R-33L: 2430X100 (TURF)

RWY 15R: P-line. Rgt tfc.

RWY 33L: Trees.

AIRPORT REMARKS: Attended Nov-Mar 1530-0200Z†, Apr-Oct 1530-0500Z†. Fuel 24 hour credit card svc avbl.

Parachute Jumping. Helicopter training west of rwy 500' and blo. High voltage P-line 22' high 25' from apch end of Rwy 15L. Additional parachute student drop zone 1 NM E of arpt marked with white X. Arriving helicopter tfc apch helipads from NE or SE to avoid student drop zone. Parachute drop zone between Rwy 15L-33R and main twy, large gravel circle. Rwy 15L and Rwy 15R calm wind rwys. Noise abatement procedures in effect, ctc arpt manager 360-568-1541. Rwy 15L-33R NSTD LIRL, thld lgts 360° green.

COMMUNICATIONS: CTAF/UNICOM 123.0

SEATTLE CENTER APP/DEP CON 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.

PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19' W122°16.67' 077° 7.1 NM to fld. 670/20E.

SOUTH BEND (RAYMOND)

WILLAPA HARBOR (2S9) 2 NW UTC-8(-7DT) N46°41.86' W123°49.40'

SEATTLE

13 B FUEL 100LL NOTAM FILE SEA

L-1C

RWY 11-29: H3005X52 (ASPH) S-12 MIRL

RWY 11: Trees.

RWY 29: Trees.

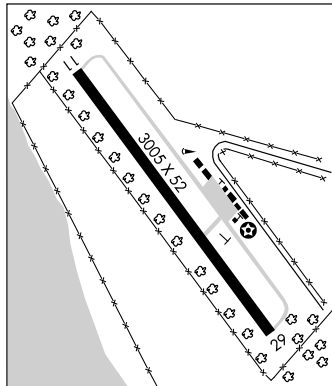
AIRPORT REMARKS: Unattended. Fuel unavbl indef. Watch for elk on and in vicinity of arpt. Rwy 11-29 52' wide with 22.5' asph trtd shoulders. Rotating bcn OTS indef. ACTIVATE rotating bcn-122.8. ACTIVATE MIRL Rwy 11-29-122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.

HOQUIAM (H) VORTAC 117.7 HQM Chan 124 N46°56.82'

W124°08.96' 119° 20.1 NM to fld. 10/19E. HIWAS.



SOUTHWEST WASHINGTON RGNL (See KELSO)

SPANAWAY

SHADY ACRES (3B8) 3 SE UTC-8(-7DT) N47°04.22' W122°22.27'

SEATTLE

445 NOTAM FILE SEA

RWY 16-34: H1800X20 (ASPH) LIRL

RWY 16: Trees.

RWY 34: Thld dsplcd 200'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. PPR for night ops call arpt manager 253-846-8953. Military activity on and in vicinity of arpt. Power plants with emissions that may not be visible 0.5 and 1 statute mile northeast of arpt. Dsplcd thld marked with NSTD chevrons. Rwy 16 ID is not standard distance from rwy end. Directional rwy edge lgts.

COMMUNICATIONS: CTAF 122.9

SPANAWAY (S44) 1 S UTC-8(-7DT) N47°05.21' W122°25.88'

SEATTLE

373 FUEL 100LL TPA-988(615) NOTAM FILE SEA

RWY 16-34: H2724X20 (ASPH) S-12 LIRL

RWY 16: Thld dsplcd 200'. Tree.

RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600Z†-dusk. CAUTION: Military tfc on and in vicinity of arpt. Rwy 16 paved, Rwy 16 has NSTD numbers, edge lines and thld markings only, Rwy 16 number located 300' S of painted dsplcd thld.

COMMUNICATIONS: CTAF 122.9

® SEATTLE APP/DEP CON 126.5

APP CRS 328°	Rwy Idg TDZE Apt Elev	N/A N/A 22
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-A

SNOHOMISH/HARVEY FIELD (S43)

▼ DME/DME RNP-0.3 NA.

▲ NA Procedure NA at night.
Use Arlington altimeter setting. When not received, use Everett altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct USUXY and via 333° track to WATON LOM and hold.

ARLINGTON AWOS-3
135.625

SEATTLE CENTER
128.5 306.9

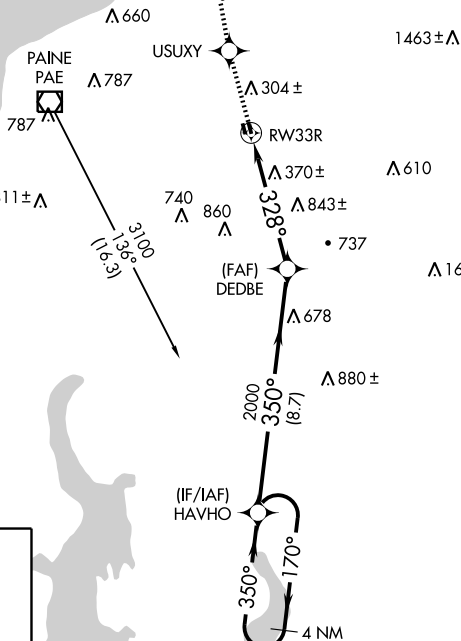
UNICOM
123.0 (CTAF)

Procedure NA for arrivals
at PAE VOR/DME
via V23 northbound.

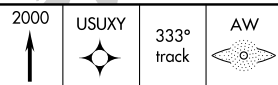
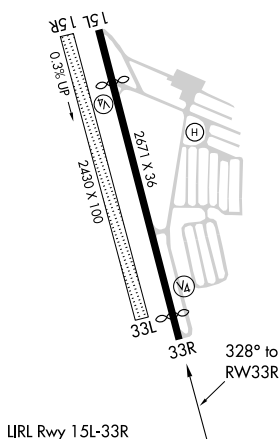
MISSED APCH FIX

WATON

AW

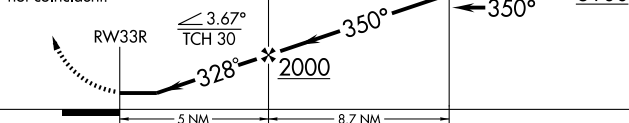


ELEV 22



VGSI and descent angles
not coincident.

DEBDE



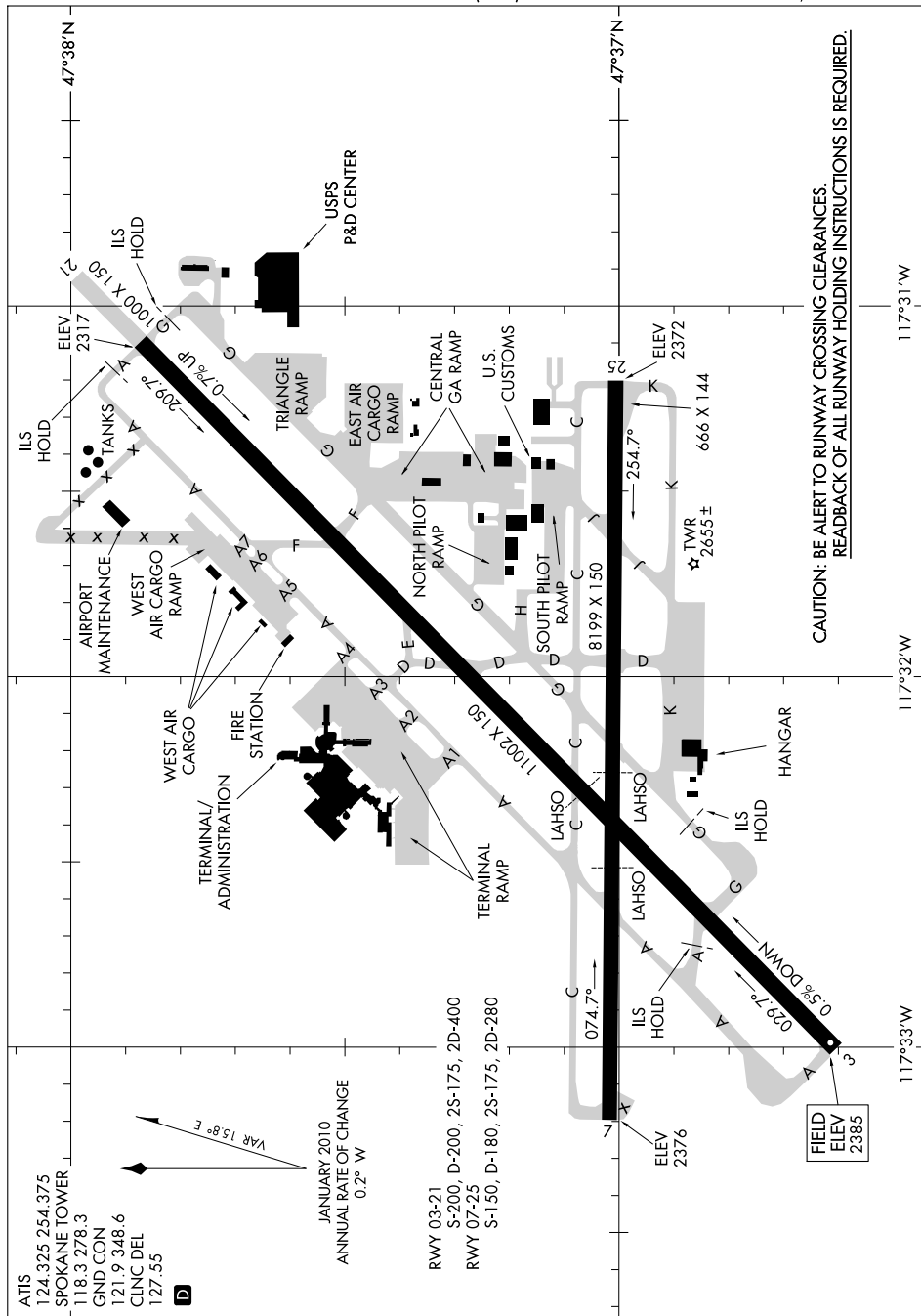
CATEGORY	A	B	C	D
CIRCLING	1220-1¼ 1198 (1200-1¼)	1220-1½ 1198 (1200-1½)	NA	

AIRPORT DIAGRAM

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

NW-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

SPOKANE INTL (GEG) 5 SW UTC-8(-7DT) N47°37.14' W117°32.11'

SEATTLE

2385 B S4 FUEL 100, 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE GEG H-1C, L-13B

RWY 03-21: H11002X150 (ASPH-GRVD) S-200, D-200, 2S-175, 2D-400 HIRL CL IAP, AD

RWY 03: ALSF2. TDZL. VASI(V6L)—Upper GA 3.25° TCH 87', Lower GA 3.0° TCH 54'. Rgt tfc. 0.5% down.

RWY 21: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 46'. Ground. Rgt tfc. 0.7% up.

RWY 07-25: H8199X150 (ASPH-GRVD) S-150, D-180, 2S-175, 2D-280 MIRL

RWY 07: REIL. VASI(V4L)—GA 3.2° TCH 60'. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 07	03-21	2800
RWY 21	07-25	7000
RWY 25	03-21	4350

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-8199	TODA-8199	ASDA-8199	LDA-8199
RWY 21: TORA-11002	TODA-11002	ASDA-11002	LDA-11002
RWY 25: TORA-8199	TODA-8199	ASDA-8199	LDA-8199

AIRPORT REMARKS: Attended 1400-0600Z†. Waterfowl and birds on and in/ovf arpt. Twy H restricted to wingspan of 75' or less. Twy K unlighted on ramp side along maintenance ramp and is unavailable below 1200 RVR unless under escort by "follow me". Rwy 03 VFR only. Rwy 21 ALSF2 may be operated as SSALR during favorable weather conditions. Be alert to turbulence over smoke stacks 1 mile E of arpt. U.S. Customs user fee arpt. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (509) 624-4406. HIWAS 115.5 GEG.

COMMUNICATIONS: ATIS 124.325 UNICOM 122.95

RCO 122.65 122.55 122.2 (SEATTLE RADIO)

(R) APP/DEP CON 133.35 (026°-204°) 123.75 (205°-025°)

TOWER 118.3 GND CON 121.9 CLNC DEL 127.55

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

(H) VORTACW 115.5 GEG Chan 102 N47°33.90' W117°37.61' 028° 4.9 NM to fld. 2756/21E. HIWAS.

VOR portion unusable:

360°-015° byd 26 NM blo 7,000'

335°-360° byd 18 NM blo 7,000'

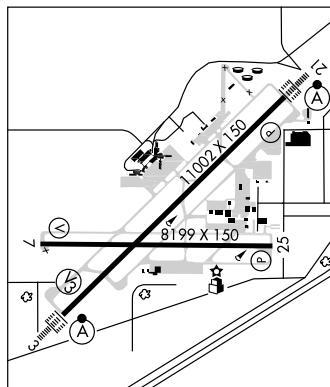
300°-330° byd 30 NM blo 9,000'

335°-360° byd 25 NM

CANYON NDB (MHW) 388 CRK N47°40.62' W117°27.01' 205° 4.8 NM to fld.

ILS/DME 111.1 I-GEG Chan 48 Rwy 21. Class IIIE.

ILS/DME 111.1 I-OLJ Chan 48 Rwy 03. Class IIIE.


STAMPEDE PASS SMP N47°15.98' W121°22.07'/3964.

SEATTLE

ASOS 135.275 360-886-2758

L-1D

STANWOOD

CAMANO ISLAND AIRFIELD (13W) 3 NW UTC-8(-7DT) N48°15.42' W122°26.17'

SEATTLE

145 S4 NOTAM FILE SEA

RWY 16-34: H1750X24 (ASPH)

RWY 16: Tree. Rgt tfc. RWY 34: Brush. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1630-0130Z†. Do not taxi on grass Oct-May. Parallel driveway adjacent to Rwy 16-34.

COMMUNICATIONS: CTAF 122.9

STARBUCK

LITTLE GOOSE LOCK AND DAM (16W) 7 NE UTC-8(-7DT) N46°34.99' W118°00.06'

SEATTLE

681 NOTAM FILE SEA

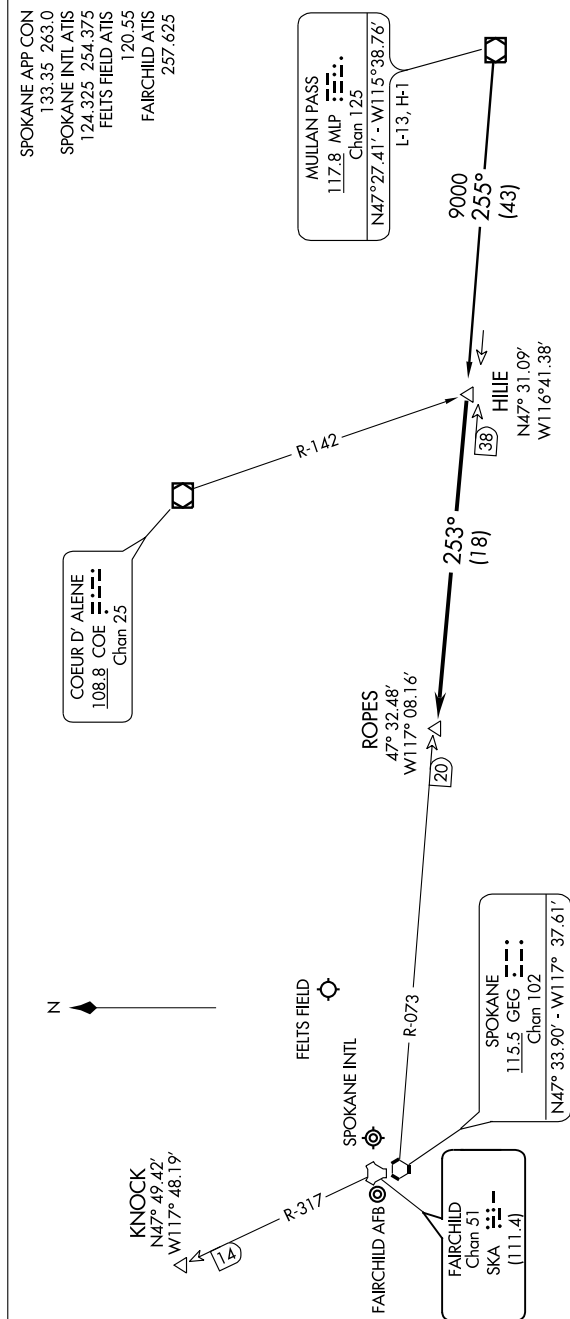
RWY 07-25: 3400X50 (GRVL)

RWY 07: Road. RWY 25: Hill.

AIRPORT REMARKS: Unattended. CLOSED 1 Oct-1 June. CAUTION: Airport located in canyon rolling terrain 700-800' S rising to 750', canyon wall 800' S rises steeply to 1800'+, N wall rises to 1600'+. Pedestrians, vehicles, and animals on and in/ovf rwy. Portions of rwy sfc rough and soft. CTC Washington State Aviation Division 360-651-6300 or 1-800-552-0666 for facility information prior to use.

COMMUNICATIONS: CTAF 122.9

NW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: DME and RADAR required.

MULLAN PASS TRANSITION (MLP.HIUE1): From over MLP VOR/DME via MLP R-255 to HIUE INT. Thence.
 From over HIUE INT via GEG R-073 to ROPES INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: After ROPES INT: Landing, Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-073, maintain last assigned altitude to GEG.
Landing, Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NW-1. 23 SEP 2010 to 21 OCT 2010



HILIE ONE ARRIVAL (HILIE.HILIE1)

SPOKANE, WASHINGTON

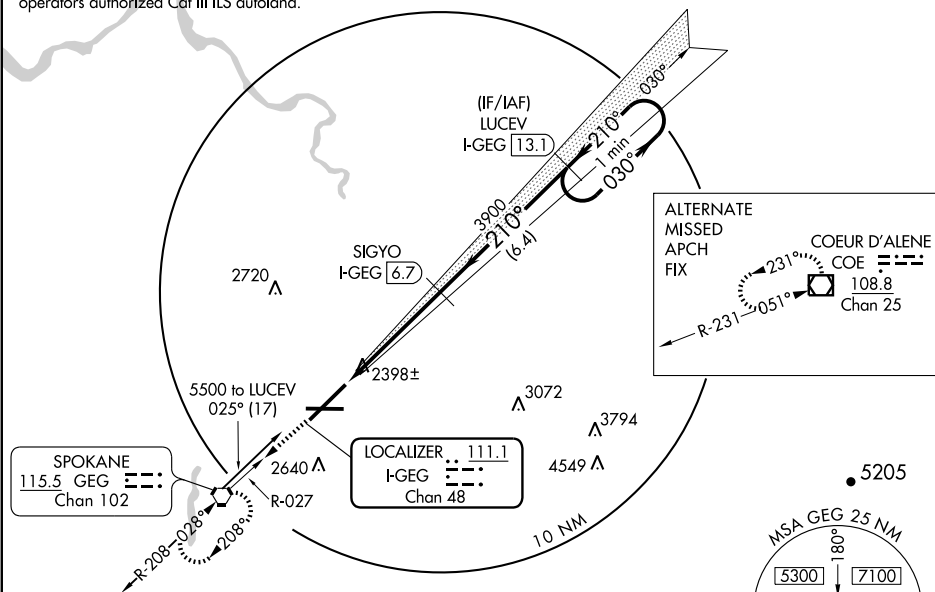
LOC/DME I-GEG 111.1 Chan 48	APP CRS 210°	Rwy Idg TDZE 2346 Apt Elev 2385
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ILS or LOC/DME RWY 21

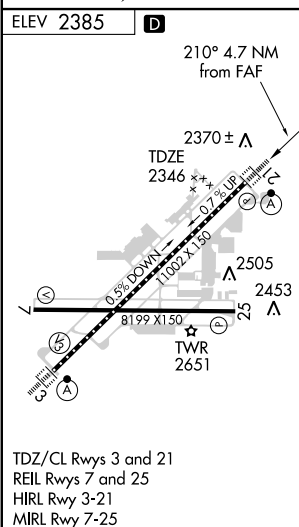
SPOKANE INTL (GEG)

	For inoperative ALSF, increase S-LOC 21 Cat D visibility to RVR 5000.		ALSF-2 	MISSED APPROACH: Climb to 4200 on GEG VORTAC R-027 to GEG VORTAC and hold, or as directed by ATC.	
	ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55

Autoland NA when weather below 300/1 except for operators authorized Cat III ILS autoland.



DME REQUIRED



<div>4200 ↑ GEG R-027</div> <div>Use I-GEG DME when on localizer course.</div>	<div>GEG</div> <div></div>	VGSi and ILS glidepath not coincident.	<div>LUCEV I-GEG 13.1</div>	One Minute Holding Pattern
	<div>I-GEG 2</div> <div></div>	<div>SIGYO I-GEG 6.7</div> <div></div>	<div>030° → 5500</div> <div>← 210°</div> <div>GS 3.00° TCH 59</div>	
	CATEGORY	A	B	C
S-ILS 21	2546/18 200 (200-½)			
S-LOC 21	2680/24 334 (300-½)			2680/40 334 (300-¾)
CIRCLING	2960-1 575 (600-1)		2960-1½ 575 (600-1½)	2980-2 595 (600-2)

LOC/DME I-OLJ 111.1 Chan 48	APP CRS 027°	Rwy Idg TDZE 2371 Apt Elev 2376	11002 2371 2376
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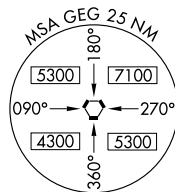
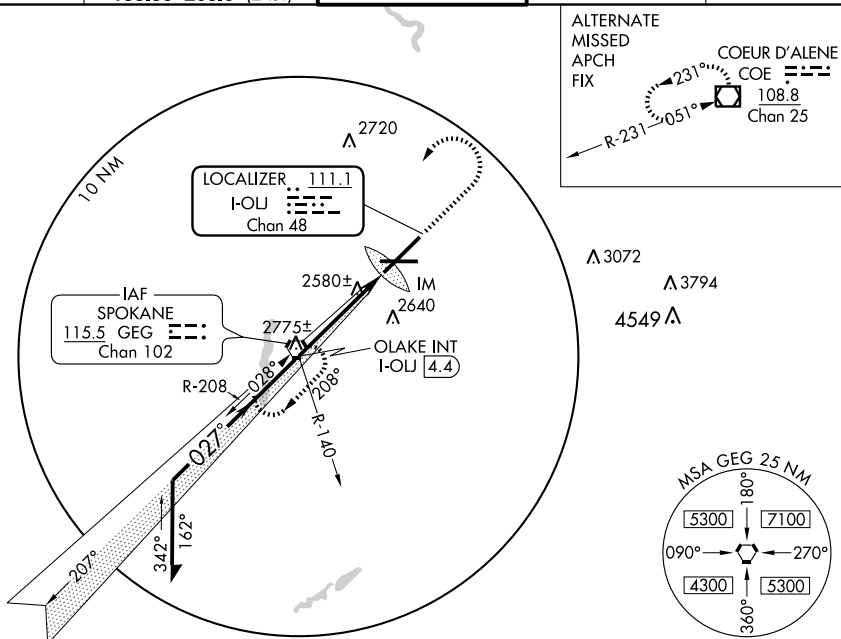
ILS or LOC RWY 3

SPOKANE INTL (GEG)

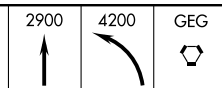
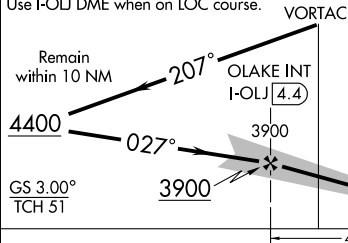


MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold.

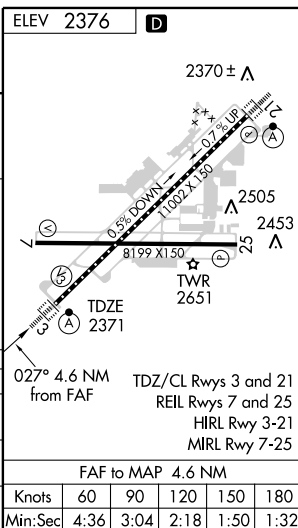
ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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VGSI and ILS glidepath not coincident.
Use I-OLJ DME when on LOC course.



CATEGORY	A	B	C	D
S-ILS 3	2571/18 200 (200-½)			
S-LOC 3	2880/24 509 (600-½)		2880/50 509 (600-1)	
CIRCLING	2960-1 584 (600-1)		2960-1½ 584 (600-1½)	2980-2 604 (700-2)



LOC/DME I-OLJ 111.1 Chan 48	APP CRS 027°	Rwy Idg TDZE Apt Elev	11002 2371 2376
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ILS RWY 3 (CAT II)

SPOKANE INTL (GEG)



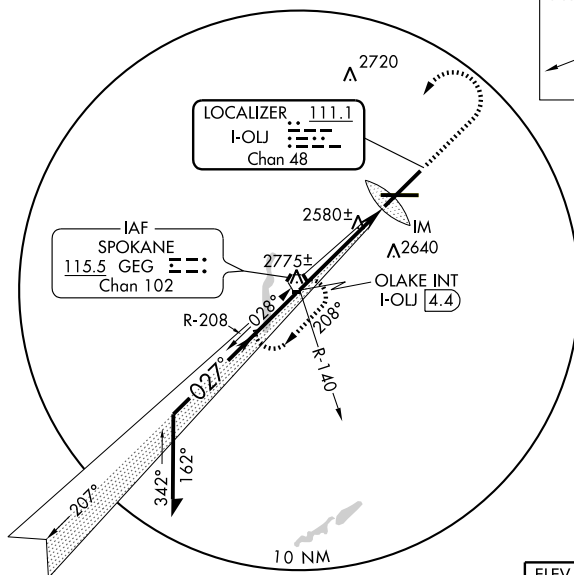
MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold.

ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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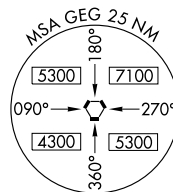
ALTERNATE
MISSED
APCH
FIX

COEUR D'ALENE
COE
108.8
Chan 25

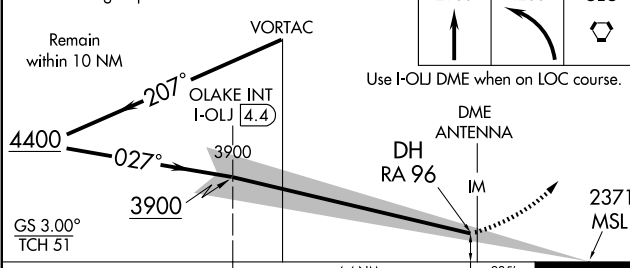
R-231-051°



Λ 2720
Λ 3072
Λ 3794
4549Λ



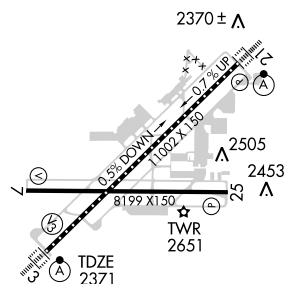
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 3	RA 96/12 100 DA 2471			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 2376



TDZ/CL Rwy 3 and 21
REIL Rwy 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

ILS RWY 3 (CAT III)

SPOKANE INTL (GEG)

LOC/DME I-OLJ
111.1
Chan 48

APP CRS
027°

Rwy Idg
TDZE
Apt Elev

11002
2371
2376



ALS-F-2



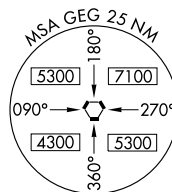
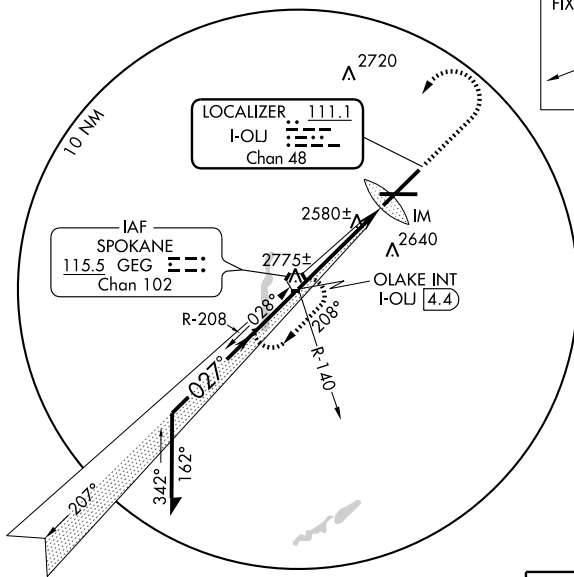
MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold.

ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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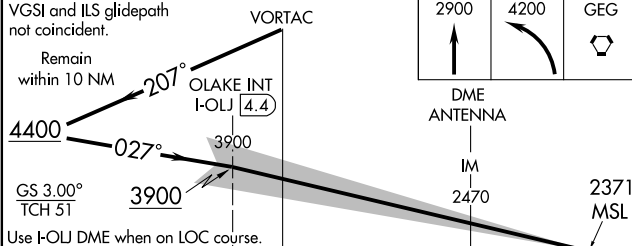
ALTERNATE MISSED APCH FIX

COEUR D'ALENE
COE 108.8
Chan 25

R-231-051°



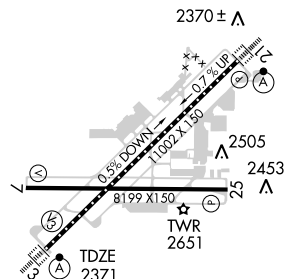
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 3			CAT IIIa RVR 700	
S-ILS 3			CAT IIIb RVR 600	
S-ILS 3			CAT IIIc NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 2376



TDZ/CL Rwy 3 and 21
REIL Rwy 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

LOC/DME I-GEG 111.1 Chan 48	APP CRS 210°	Rwy Idg TDZE 2346 Apt Elev 2385	11002
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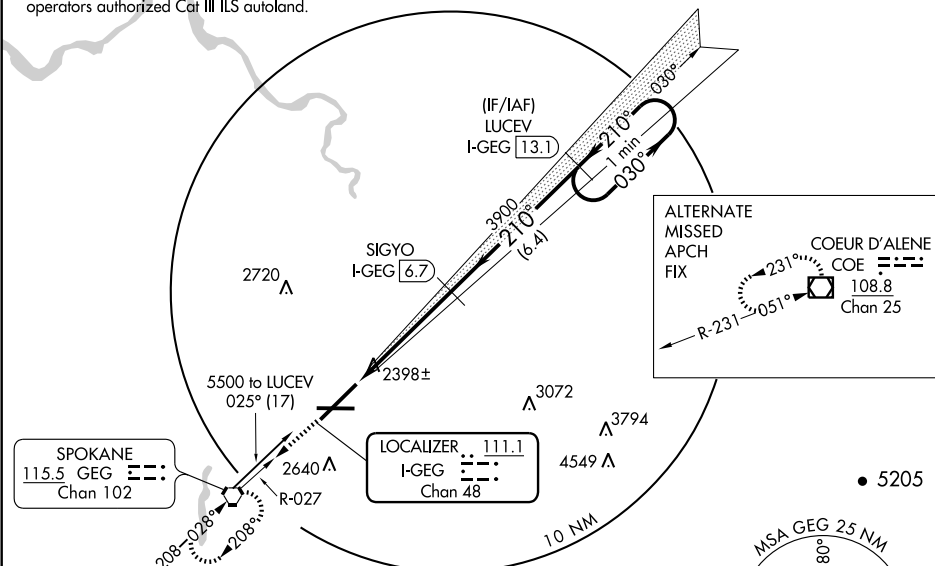
ILS RWY 21 (CAT II)

SPOKANE INTL (GEG)

V RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSIF-2 	MISSED APPROACH: Climb to 4200 on GEG VORTAC R-027 to GEG VORTAC and hold, or as directed by ATC.
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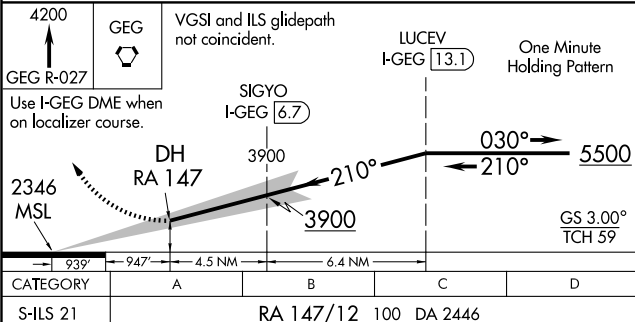
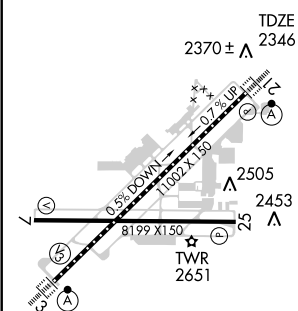
ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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Autoland NA when weather below 300/1 except for operators authorized Cat III ILS autoland.



ELEV 2385 **D**

DME REQUIRED

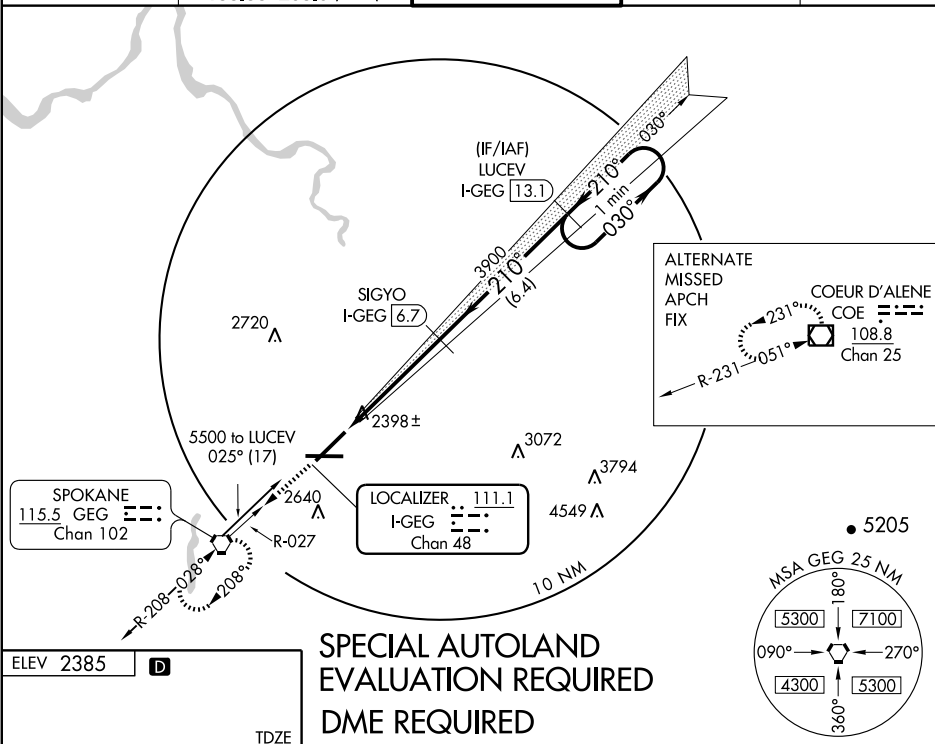


CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-GEG 111.1 Chan 48	APP CRS 210°	Rwy Idg TDZE Apt Elev	11002 2346 2385
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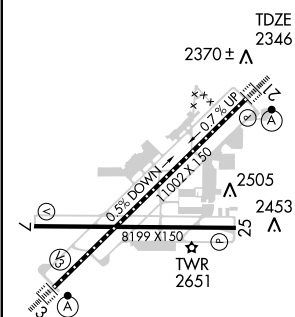
ILS RWY 21 (CAT III)
SPOKANE INTL (GEG)

		MISSED APPROACH: Climb to 4200 on GEG VORTAC R-027 to GEG VORTAC and hold, or as directed by ATC.		
ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55



ELEV 2385

**SPECIAL AUTOLAND
EVALUATION REQUIRED
DME REQUIRED**



TDZ/CL Rwy 3 and 21
REIL Rwy 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

4200 ↑ GEG R-027 Use I-GEG DME when on localizer course.		VGSi and ILS glidepath not coincident.		LUCEV I-GEG [13.1] One Minute Holding Pattern	
2346 MSL		SIGYO I-GEG [6.7]		5500	
3900		3900		030°	
210°		210°		GS 3.00° TCH 59	
939'		4.7 NM		6.4 NM	
CATEGORY	A	B	C	D	
S-ILS 21		CAT IIIa	RVR 07		
S-ILS 21		CAT IIIb	RVR 06		
S-ILS 21		CAT IIIc	NA		

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
M McNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID			
JOSLIN FIELD-MAGIC VALLEY			
RG NL (TWF)	07	12-30	4,500 feet
	25	12-30	3,600 feet

RIDDLE HILL VISUAL RWY 7

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

ATIS

124.325 254.375

SPOKANE APP CON

123.75 282.25 (WEST)

133.35 263.0 (EAST)

SPOKANE TOWER

118.3 278.3

GND CON

121.9 348.6

CLNC DEL

127.55

HWY 2

AVOID
OVERFLYING
THIS AREAFAIRCHILD
AFB

BUNKERS

AIRWAY
HEIGHTSSMOKE
STACK

R-360

SPOKANE
115.5 GEG
Chan 102Vertical Guidance Navaid and
Angle: VASI 3.2° Angle.

RADAR REQUIRED

Weather minimums: Ceiling 1500 feet.
Visibility 7 miles.

1 NM

2

3

4

5

6

7

8

9

RIDDLE HILL VISUAL APPROACH RWY 7

PROCEDURE NOT AUTHORIZED AT NIGHT.

RIDDLE HILL VISUAL RWY 7

Orig 10266

47°37'N - 117°32'W

SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS 027°	Rwy Idg TDZE Apt Elev	11002 2371 2376
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RNAV (GPS) RWY 3

SPOKANE INTL (GEG)

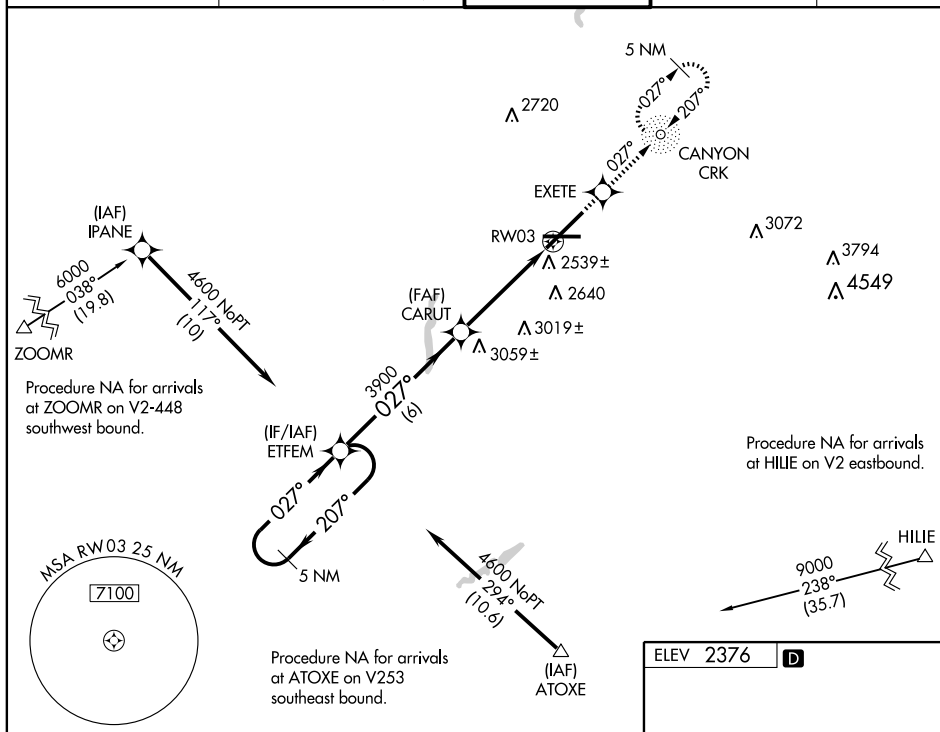
▼ DME/DME RNP-0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).

ALS-F-2

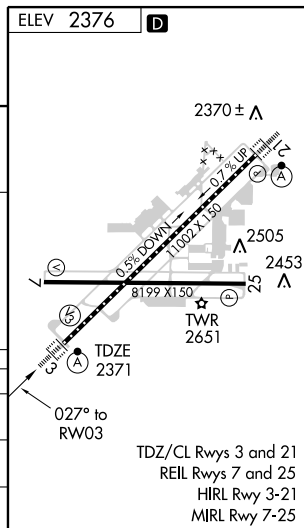


MISSED APPROACH: Climb to 4400 direct EXETE and on track 027° to CRK NDB and hold.

ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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VGSI and RNAV glidepath not coincident.				
5 NM Holding Pattern				
<div> <div>4400</div> <div>EXETE</div> <div>tr 027°</div> <div>CRK</div> </div>				
<div> <div>4600</div> <div>207°</div> <div>027°</div> <div>027°</div> <div>3900</div> <div>6 NM</div> <div>2.6 NM</div> <div>2 NM</div> </div>				
<div> <div>GS 3.00°</div> <div>TCH 51</div> </div>				
CATEGORY	A	B	C	D
LNAV/VNAV DA	3000-1¾ 629 (700-1¾)			
LNAV MDA	3060/24 689 (700-½)		3060-1½ 689 (700-1¾)	3060-1¾ 689 (700-1¾)
CIRCLING	3060-1 684 (700-1)		3060-2 684 (700-2)	3060-2¼ 684 (700-2¼)



SPOKANE, WASHINGTON

Amdt 1 03JUN10

47°37'N-117°32'W

SPOKANE INTL (GEG)

RNAV (GPS) RWY 3

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 48801 W07A	APP CRS 072°	Rwy Idg TDZE Apt Elev	8199 2376 2376
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RNAV (GPS) RWY 7

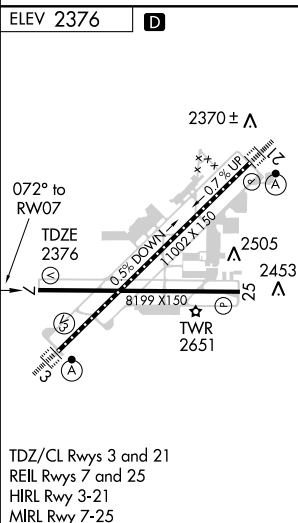
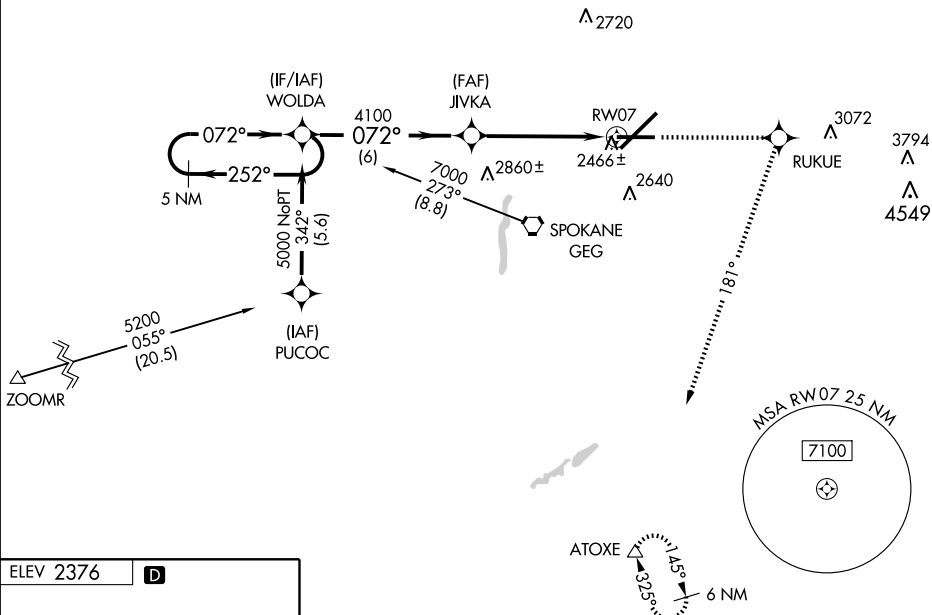
SPOKANE INTL (GEG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 direct RUKUE and via 181° track to ATOXE and hold, continue climb-in-hold to 6000.

ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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Procedure NA for arrivals at GEG VORTAC via V120 northbound.



SPOKANE, WASHINGTON

Amdt 1 10266

47°37'N-117°32'W

SPOKANE INTL (GEG)

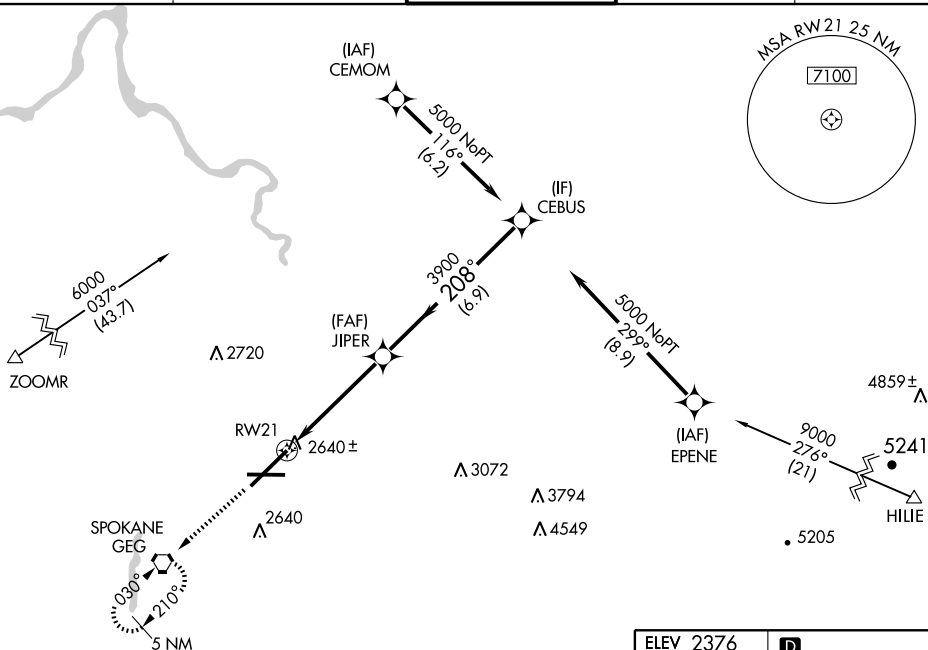
RNAV (GPS) RWY 7

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS
208°Rwy Idg **11002**
TDZE **2346**
Apt Elev **2376**RNAV (GPS) RWY 21
SPOKANE INTL (GEG)For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4200 direct
GEG VORTAC and hold.ATIS
124.325 254.375SPOKANE APP CON
123.75 282.25 (WEST)
133.35 263.0 (EAST)SPOKANE TOWER
118.3 278.3GND CON
121.9 348.6CLNC DEL
127.55

4200

GEG

VGSI and RNAV glidepath not coincident.

CEBUS

Procedure
Turn
NA

*LNAV only

*1.4 NM to
RWY 21

JIPER

208°
3900
5000GS 3.00°
TCH 50

CATEGORY

A

B

C

D

GLS PA DA

NA

LNAV/ VNAV

2720/50 374 (400-1)

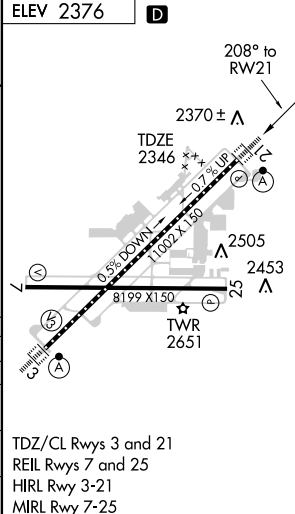
2720/50
374 (400-1)

LNAV MDA

2800/24 454 (500-½)

2800/40
454 (500-¾)2800/50
454 (500-1)

CIRCLING

2960-1
584 (600-1)2960-1
584 (600-1)2960-1½
584 (600-1½)2980-2
604 (700-2)TDZ/CL Rwy 3 and 21
REIL Rwy 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

WAAS CH 93501 W25A	APP CRS 253°	Rwy Idg 8199 TDZE 2372 Apt Elev 2376
--	------------------------	---

RNAV (GPS) RWY 25
SPOKANE INTL (GEG)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct CUVES and via 226° track to GANGS and hold.

ATIS
124,325 254,375

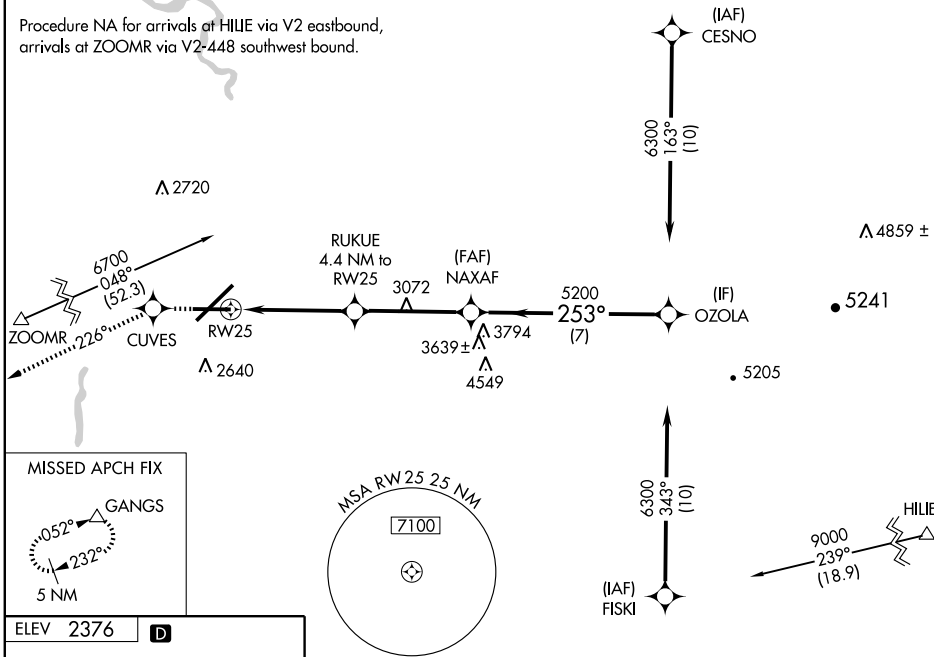
SPOKANE APP CON
123.75 282.25 (WEST)
133.35 263.0 (EAST)

SPOKANE TOWER
118.3 278.3

GND CON
121.9 348.6

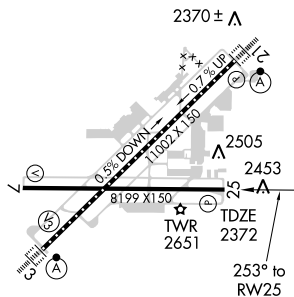
CLNC DEL
127.55

Procedure NA for arrivals at HUIE via V2 eastbound,
arrivals at ZOOMR via V2-448 southwest bound.

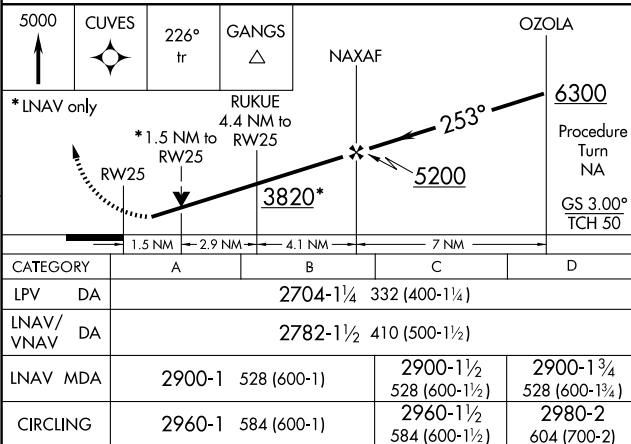


ELEV 2376

D



TDZ/CL Rwy 3 and 21
REIL Rwy 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25



SPOKANE, WASHINGTON
Amdt 2A 10266

47°37'N-117°32'W

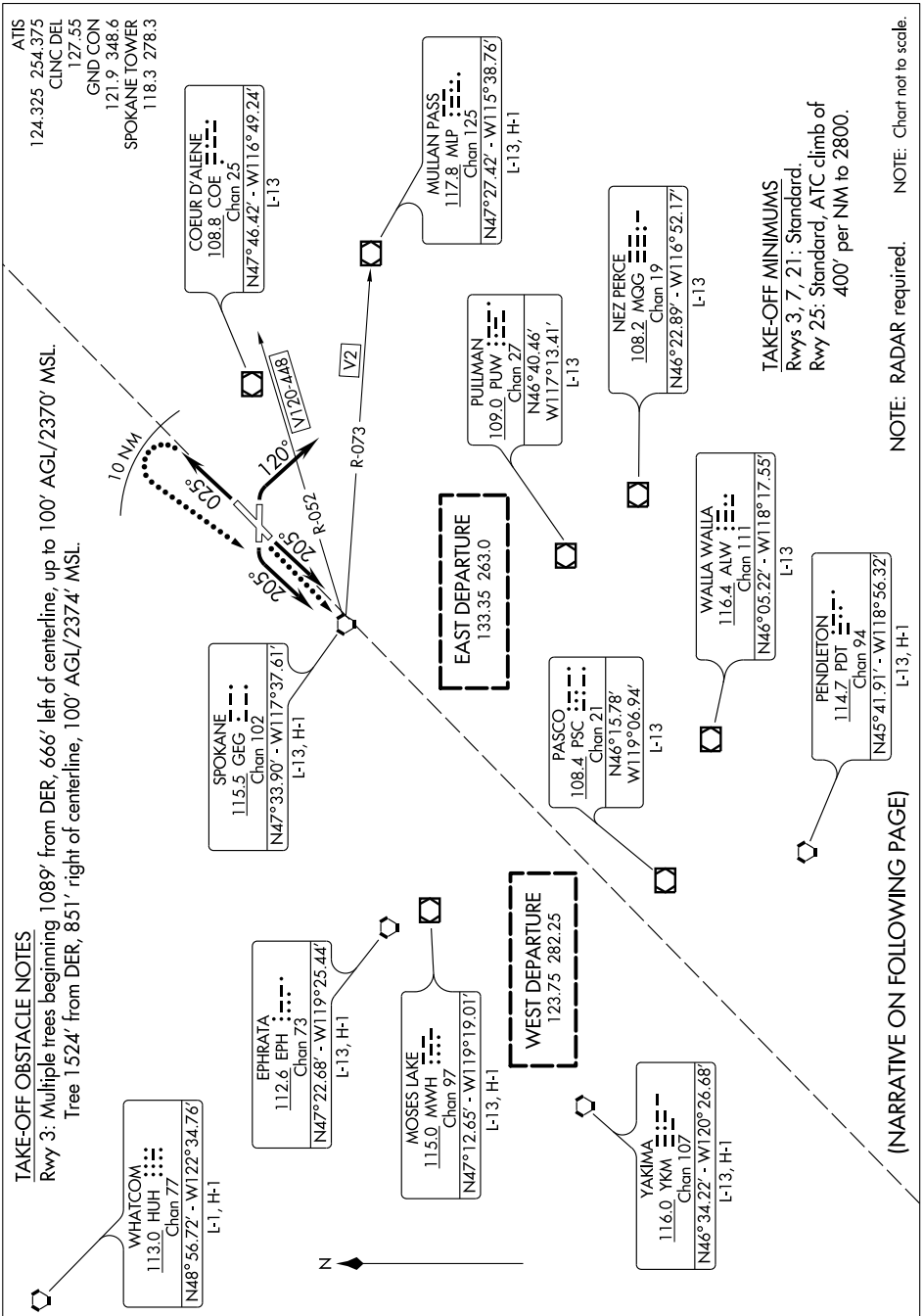
SPOKANE INTL (GEG)
RNAV (GPS) RWY 25

NW-1. 23 SEP 2010 to 21 OCT 2010

SPOKANE ONE DEPARTURE

SL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON



SPOKANE ONE DEPARTURE

SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Turn left heading 025°, expect radar vectors to assigned airway/route. Thence....

TAKE-OFF RUNWAY 7: Turn right heading 120°, expect radar vectors to assigned airway/route. Thence....

TAKE-OFF RUNWAY 21: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence....

TAKE-OFF RUNWAY 25: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence....

....maintain 12000' or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V1 20-448 5200'; E-bound V2 5200'. Aircraft departing RWY 3, if not in contact with ATC within 10 NM after takeoff, turn left direct GEG VORTAC, cross GEG VORTAC at or above 5200', thence via assigned fix/route.

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

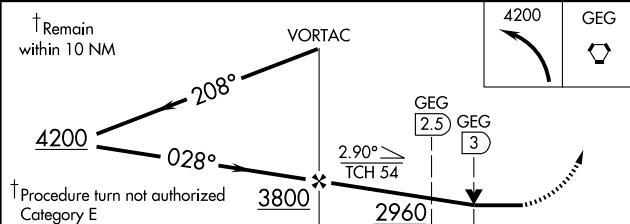
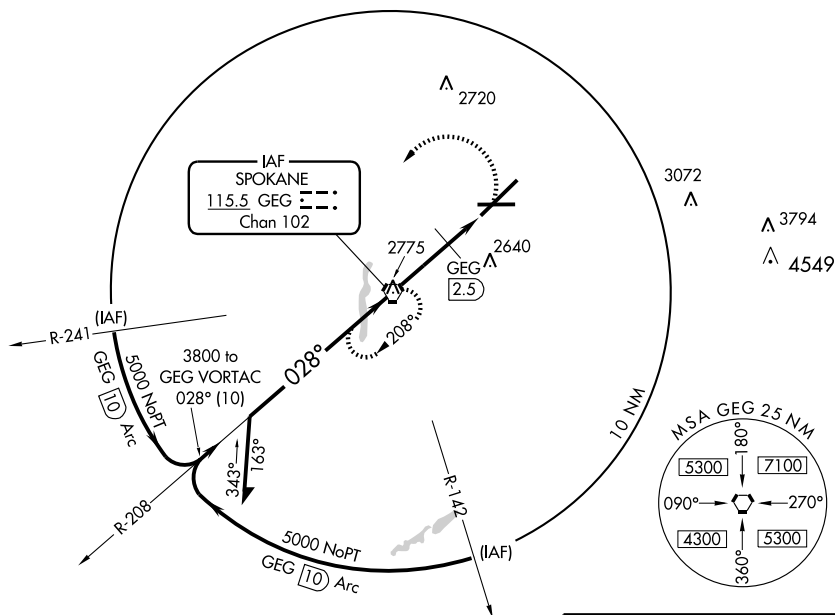
VORTAC GEG 115.5 Chan 102	APP CRS 028°	Rwy Idg TDZE Apt Elev	11002 2371 2376
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VOR RWY 3

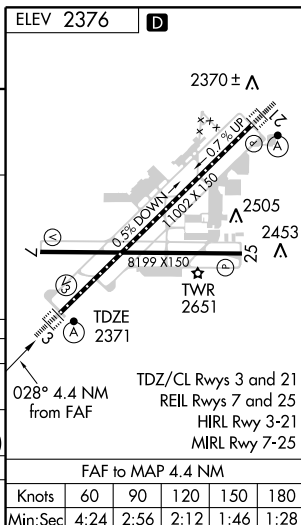
SPOKANE INTL (GEG)

V A	Circling southeast of Rwy 3-21 not authorized Category E.	ALSF-2 	MISSED APPROACH: Climbing left turn to 4200 direct to GEG VORTAC and hold.
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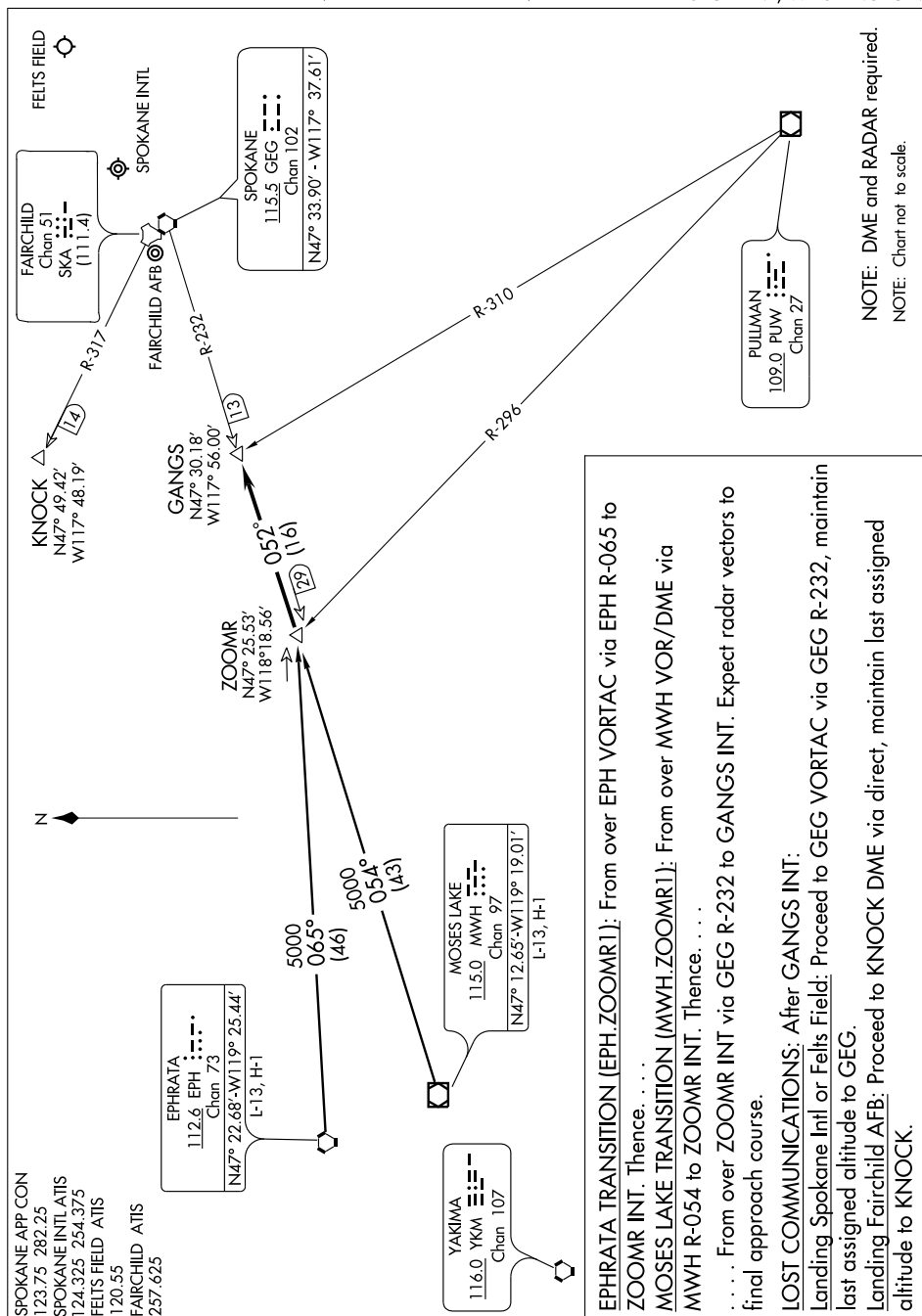
ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (WEST) 133.35 263.0 (EAST)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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CATEGORY	A	B	C	D	E
S-3	2960/24 589 (600-1/2)	2960/50 589 (600-1)	2960/60 589 (600-1 1/4)		
CIRCLING	2960-1 584 (600-1)	2960-1 1/2 584 (600-1 1/2)	2960-2 584 (600-2)	3080-2 1/2 704 (800-2 1/2)	
DME MINIMA					
S-3	2880/24 509 (600-1/2)	2880/50 509 (600-1)	2880/60 509 (600-1 1/4)		



NW-1, 23 SEP 2010 to 21 OCT 2010

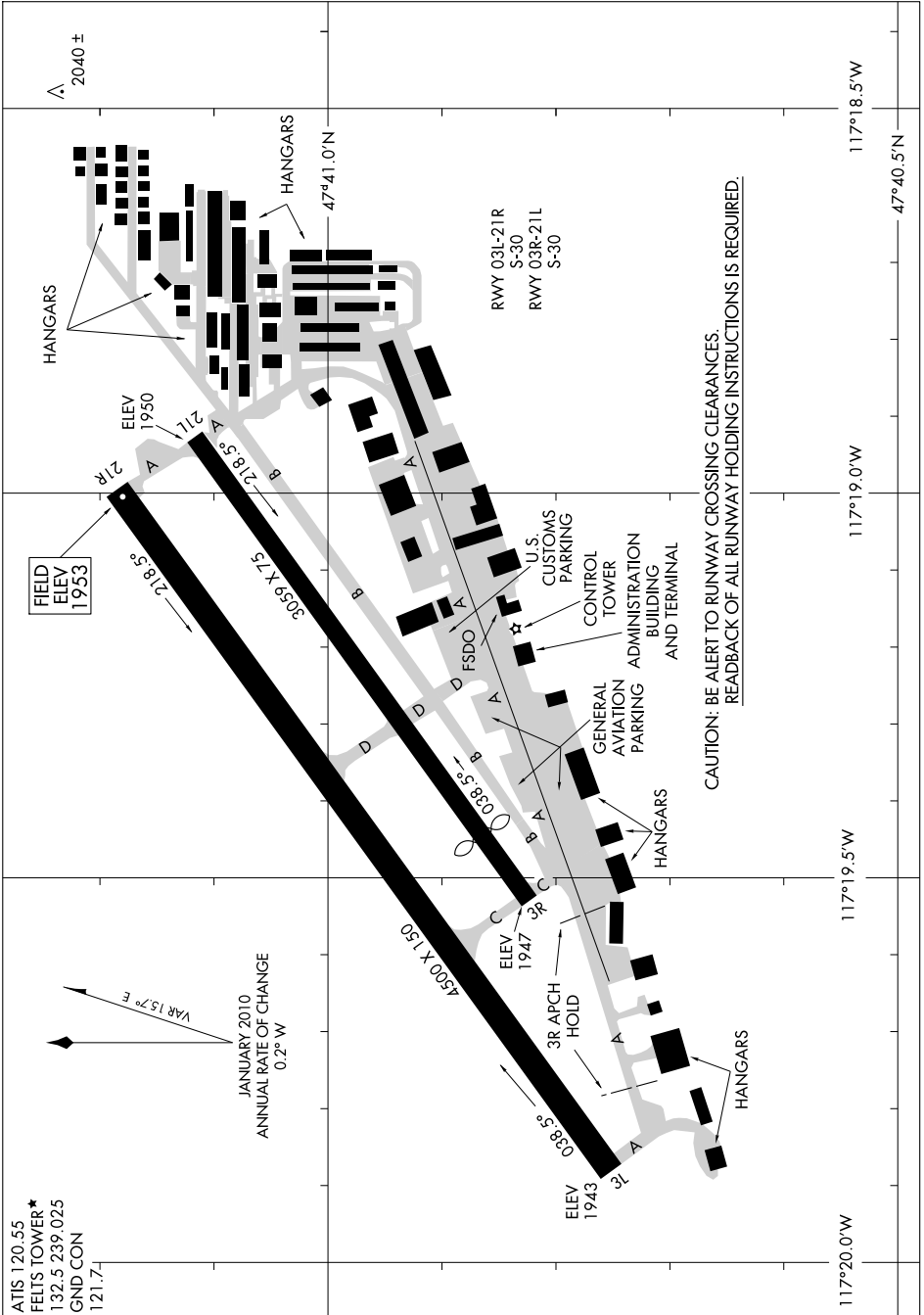


AIRPORT DIAGRAM

AL-402 (FAA)

SPOKANE/ FELTS FIELD (SFF)
SPOKANE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SPOKANE, WASHINGTON
SPOKANE/ FELTS FIELD (SFF)

NW-1, 23 SEP 2010 to 21 OCT 2010

SPOKANE

FELTS FLD (SFF) 4 NE UTC-8(-7DT) N47°40.97' W117°19.35'

1953 B S4 **FUEL** 100LL, JET A1 + OX 3, 4 LRA NOTAM FILE SFF

RWY 03L-21R: H4500X150 (CONC) S-30 MIRL

RWY 03L: REIL. VASI(V4L)—GA 3.0° TCH 50'. Road.

RWY 21R: MALSR. VASI(V4R)—GA 3.5° TCH 44'. Tree. Rgt tfc.

RWY 03R-21L: H3059X75 (ASPH) S-30

RWY 03R: Thld dspcd 415'. Bldg. Rgt tfc.

RWY 21L: PAPI(P4L)—GA 3.8° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1500-0200Z†. Waterfowl and birds on and in/ov arpt. Lgt'd crane 1953' MSL (200' AGL) 1.25 NM east indef. Acft with tail heights over 20' must ctc ATCT prior to taxi. Twr unable to provide ATC svc on perimeter twy due to movement of uncontrolled ground tfc. PPR for rotorwing acft conducting hover ops above 10' AGL in non-movement area ctc twr. Obstacle free area for Twy A is delineated with a green line. Rwy 21L PAPI unusable byd 5° either side of centerline within 4 NM of thld. When twr clsd **ACTIVATE** MIRL Rwy 03L-21R, MALSR Rwy 21R and REIL 03L-CTAF. VASI Rwy 03L and VASI Rwy 21R opr continuously. PAPI Rwy 21L opr SR-SS. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (509) 535-3290. **HIWAS**

COMMUNICATIONS: CTAF 132.5 ATIS 120.55 **UNICOM** 122.95

SPOKANE RCO 122.65 122.55 122.2 (SEATTLE RADIO)

® **SPOKANE APP/DEP CON** 133.35

TOWER 132.5 (1400-0400Z†) **GND CON** 121.7

AIRSPACE: CLASS D svc 1400-0400Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90' W117°37.61' 039° 14.2 NM to fld. 2756/21E. **HIWAS.**

ILS/DME 111.7 I-FLZ Chan 54 Rwy 21R. LOC only. Localizer unusable 0.2 NM from rwy threshold. DME unusable 15° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

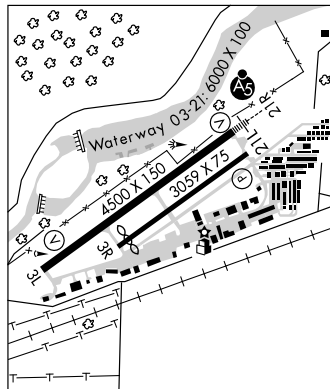
1910

WATERWAY 03-21: 6000X100 (WATER)

WATERWAY 21: Rgt tfc.

SEAPLANE REMARKS: Extensive boating in area of water rwy. Water level on river may be lowered by Corp of Engineers.

Water area adjacent to airport not controlled or maintained by airport. Waterway 03-21 water rwy advisory service only area not visible from twr. Ctc Felts twr 132.5 for tfc data.



SEATTLE

L-13B

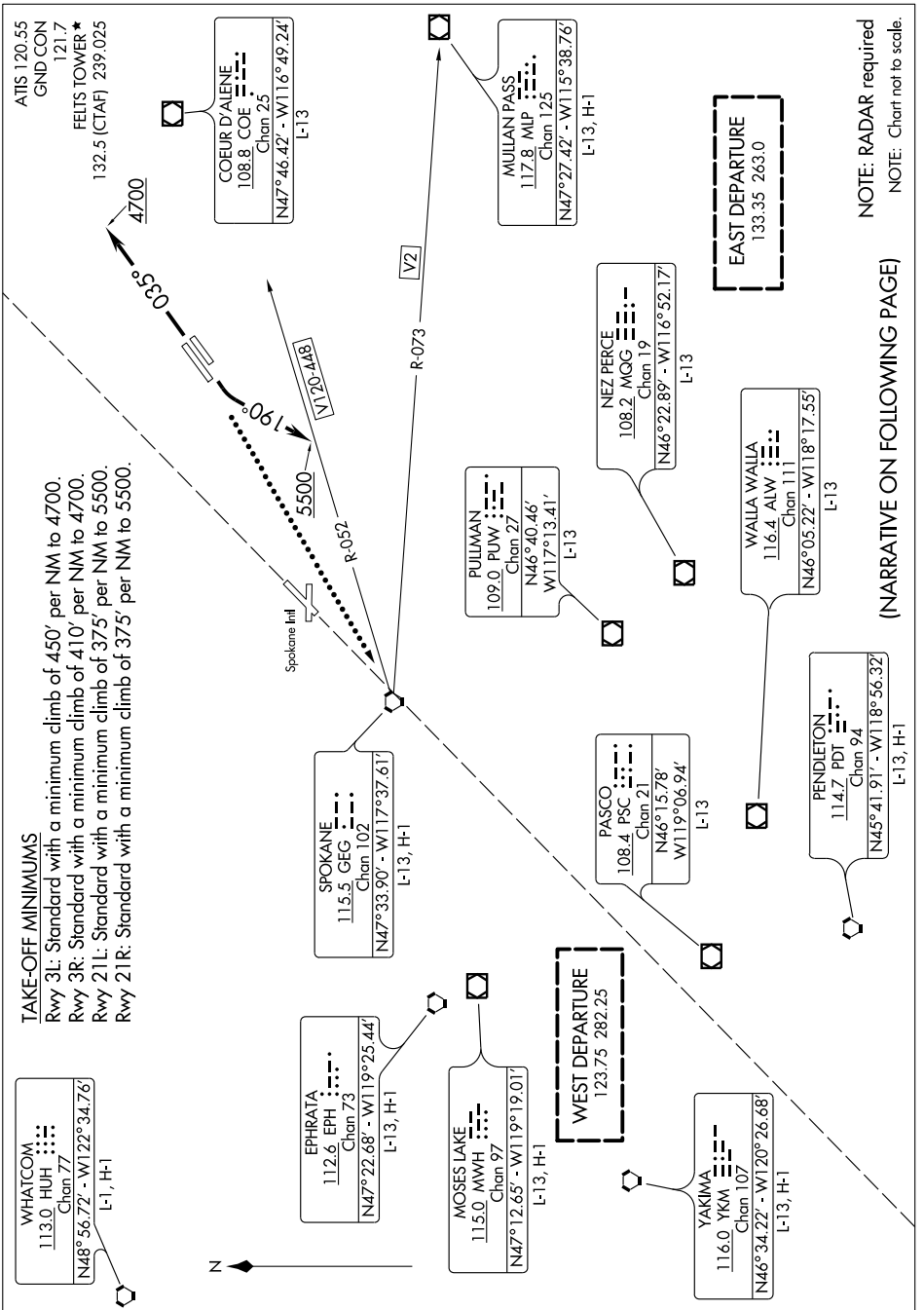
IAP, AD

FELTS TWO DEPARTURE

SL-402 (FAA)

SPOKANE/FELTS FIELD (SFF)
SPOKANE, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: RADAR required
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NW-1, 23 SEP 2010 to 21 OCT 2010

FELTS TWO DEPARTURE

SPOKANE, WASHINGTON
SPOKANE/FELTS FIELD (SFF)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L/R: Climb heading 035° to 4700, expect RADAR vectors to assigned airway/route. Thence....

TAKE-OFF RUNWAY 21L/R: Climbing left turn heading 190° to 5500, expect RADAR vectors to assigned airway/route. Thence....

....maintain 12000' or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 and E-bound V2 5200'.

TAKE-OFF OBSTACLE NOTES

Rwy 3L: Trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL.

Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL.

Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL.

Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL.

Rwy 3R: Hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL.

Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL.

Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL.

Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL.

Rwy 21L: Elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080 MSL.

Rwy 21R: Poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL.

Elevator, pole hangar and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL.

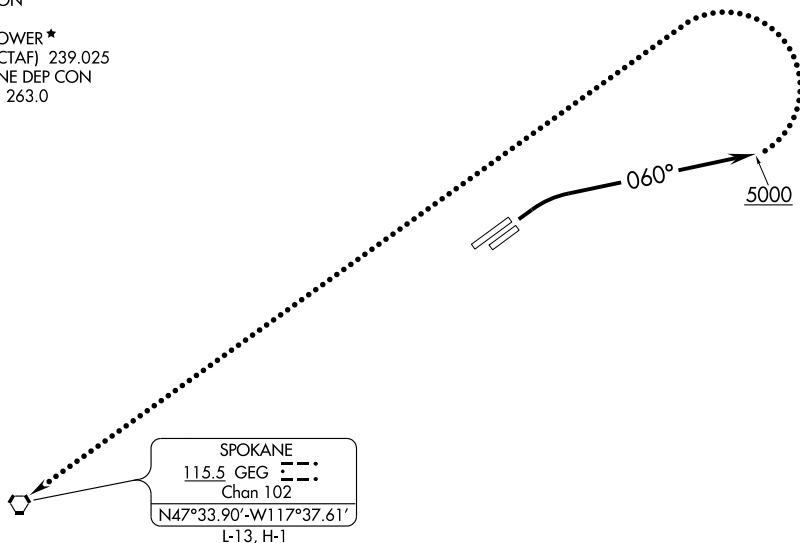
Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

HAYDEN TWO DEPARTURE

SL-402 (FAA)

SPOKANE/FELTS FIELD (SFF)
SPOKANE, WASHINGTON

ATIS 120.55
GND CON
121.7
FELTS TOWER ★
132.5 (CTAF) 239.025
SPOKANE DEP CON
133.35 263.0



NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 21L/21R: NA- ATC.

Rwy 3L/3R: Standard with minimum climb of 410' per NM to 5000.

TAKE-OFF OBSTACLE NOTES

Rwy 3L: Trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL.

Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL.

Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL.

Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL.

Rwy 3R: Hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL.

Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL.

Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL.

Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 3L/R: Climbing right turn heading 060° to 5000'.

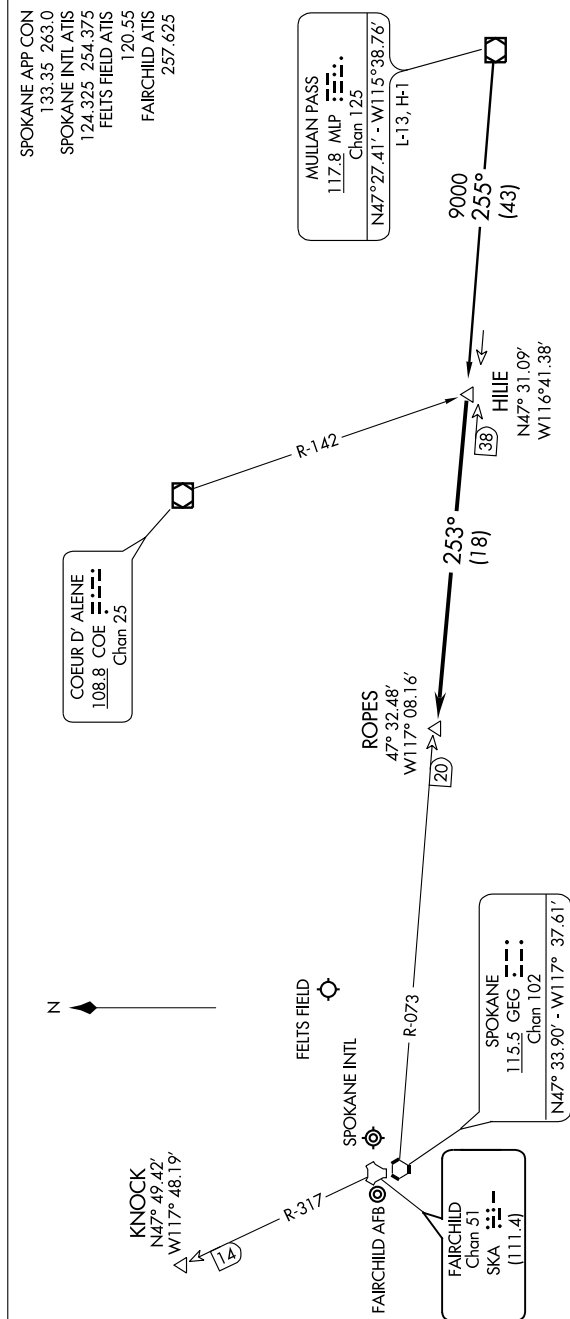
Expect RADAR vectors to (assigned route) or (fix).

LOST COMMUNICATIONS: If not in radio contact with departure control after leaving 3000', continue climb to 5000', then turn left, proceed direct to GEG VORTAC and thence proceed on course.

HAYDEN TWO DEPARTURE

SPOKANE, WASHINGTON
SPOKANE/FELTS FIELD (SFF)

NW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: DME and RADAR required.

MULLAN PASS TRANSITION (MLP.HILLE1): From over MLP VOR/DME via MLP R-255

to HILIE INT. Thence...

... From over HILIE INT via GEG R-073 to ROPES INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: After ROPES INT:

Landing Spokane Intl or Fells Field: Proceed to GEG VORTAC via GEG R-073, maintain last assigned altitude to GEG.

Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NW-1. 23 SEP 2010 to 21 OCT 2010

HILIE ONE ARRIVAL (HILIE.HILIE1)

SPOKANE, WASHINGTON

LOC/DME I-FLZ
111.7
Chan **54**

APP CRS
218°

Rwy ldg
TDZE
Apt Elev
4500
1953
1953

ILS/DME RWY 21R

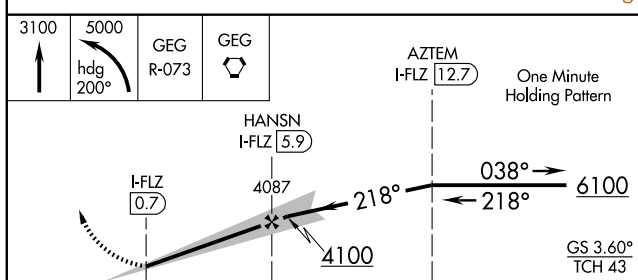
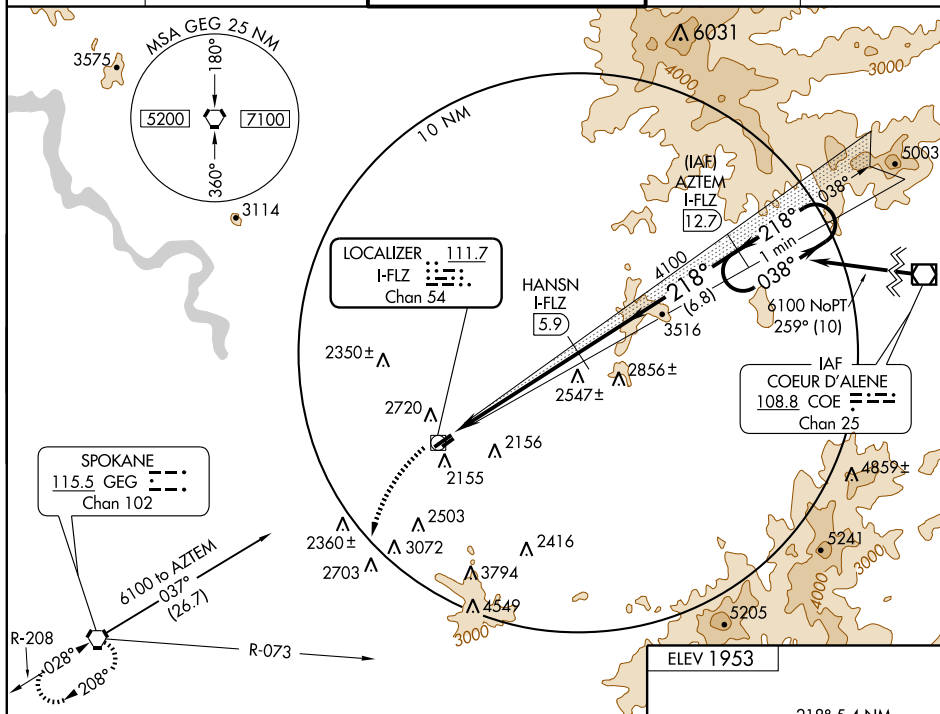
SPOKANE / FELTS FIELD (SFF)

V Circling not authorized northwest of Rwy 3L-21R.
A Inoperative table does not apply.

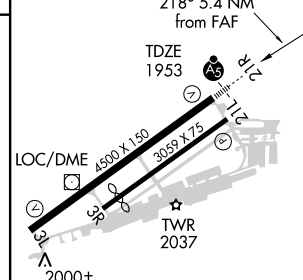


MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 via heading 200° and GEG R-073 to GEG VORTAC and hold.

ATIS	SPOKANE APP CON	FELTS TOWER ★	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) 239.025	121.7	122.95



CATEGORY	A	B	C	D
S-ILS 21R	2223-3/4	270 (300-3/4)		NA
S-LOC 21R	2860-1 1/4	907 (1000-1 1/4)	2860-2 3/4 907 (1000-2 3/4)	NA
CIRCLING	2860-1 1/4	907 (1000-1 1/4)	2860-2 3/4 907 (1000-2 3/4)	NA



REIL Rwy 3L	1
MIRL Rwy 3L-21R	1

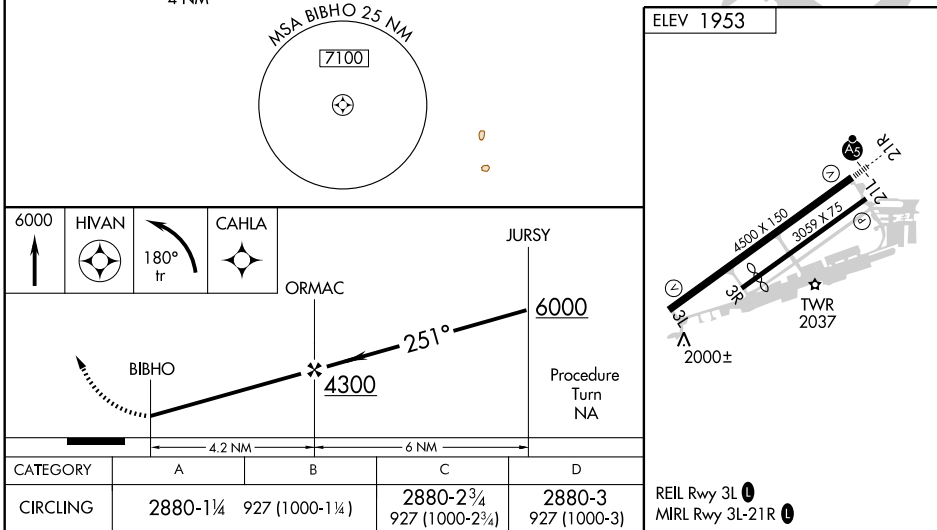
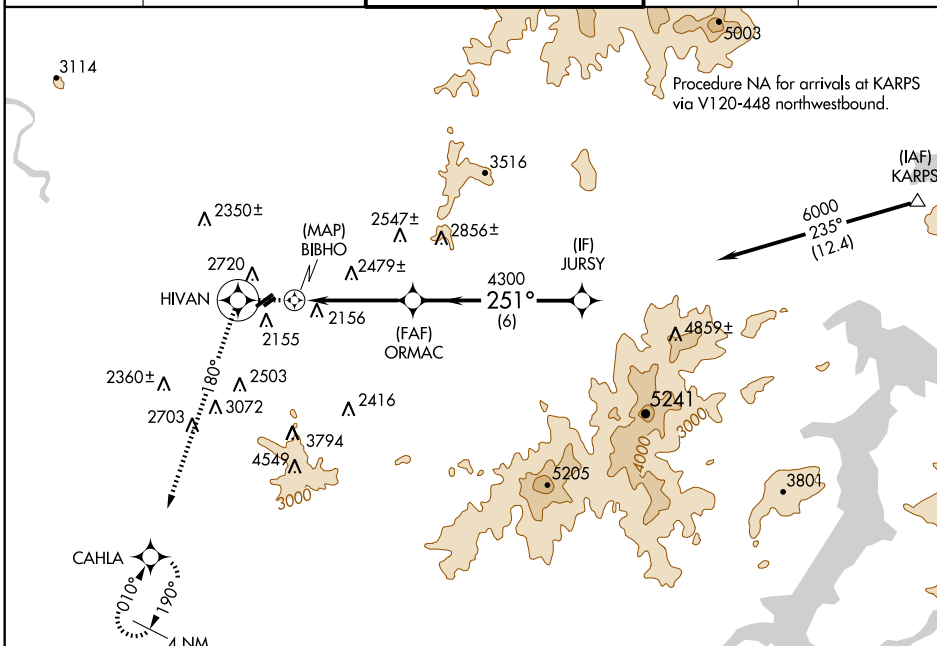
APP CRS 251°	Rwy Idg TDZE Apt Elev	N/A N/A 1953
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RNAV (GPS)-A

SPOKANE / FELTS FIELD (SFF)

<p>▼ DME/DME RNP- 0.3 NA.</p> <p>▲ Circling NA northwest of Rwy 3L-21R.</p>	<p>MISSED APPROACH: Climb to 6000 direct HIVAN and left turn via 180° track to CAHLA and hold.</p>
---	--

<p>ATIS 120.55</p>	<p>SPOKANE APP CON 133.35 263.0</p>	<p>FELTS TOWER ★ 132.5 (CTAF) 239.025</p>	<p>GND CON 121.7</p>	<p>UNICOM 122.95</p>
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RNAV (GPS) RWY 3L

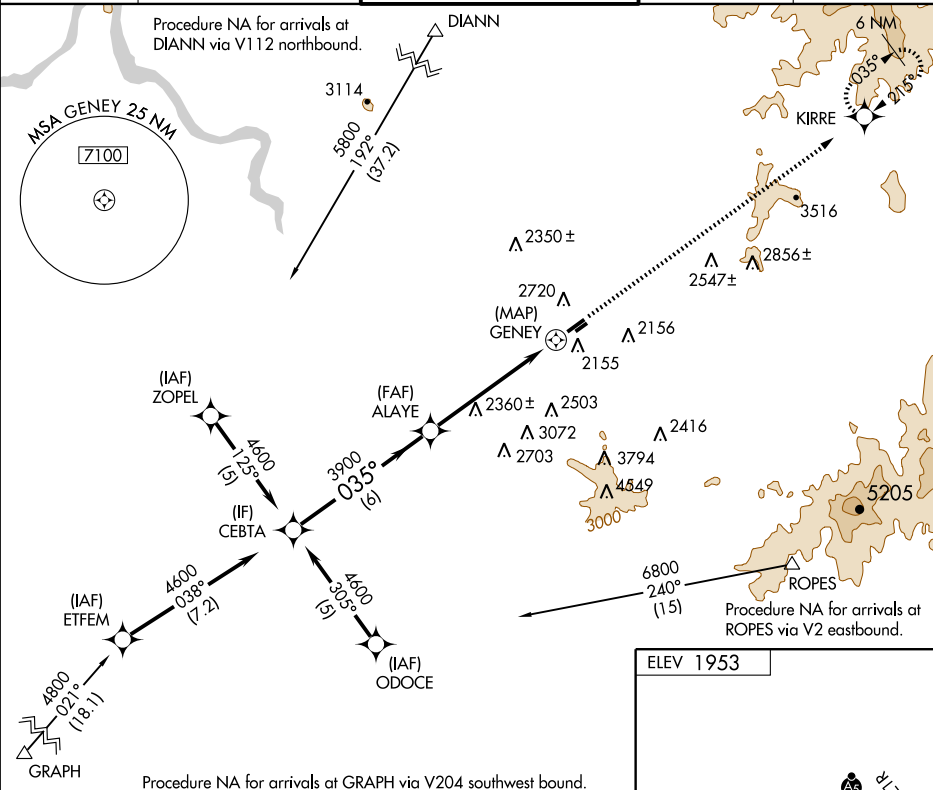
SPOKANE / FELTS FIELD (SFF)

APP CRS **035°**
 Rwy Idg **4500**
 TDZE **1945**
 Apt Elev **1953**

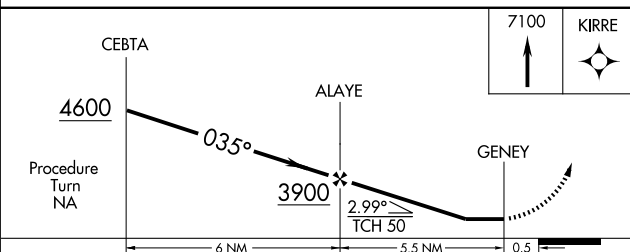
▼ Circling NA northwest of Rwy 3L-21R.
 ▲ Circling NA at night to Rwy 3R-21L.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7100 direct KIRRE and hold.

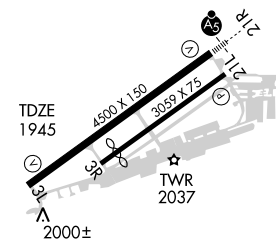
ATIS 120.55	SPOKANE APP CON 133.35 263.0	FELTS TOWER ★ 132.5 (CTAF) 239.025	GND CON 121.7	UNICOM 122.95
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ELEV 1953



CATEGORY	A	B	C	D
LNAV MDA	2880-1¼ 935 (1000-1¼)	2880-2¾ 935 (1000-2¾)	2880-3 935 (1000-3)	2880-3 935 (1000-3)
CIRCLING	2880-1¼ 927 (1000-1¼)	2880-2¾ 927 (1000-2¾)	2880-3 927 (1000-3)	2880-3 927 (1000-3)



REIL Rwy 3L
 MRL Rwy 3L-21R

VORTAC GEG
115.5
Chan **102**

APP CRS
039°

Rwy ldg
TDZE
Apt Elev
4500
1945
1953

VOR RWY 3L
SPOKANE / FELTS FIELD (SFF)

▼ Girdling NA northwest of Rwy 3L-21R.
▲ Visibility reduction by helicopters NA.
ADF or DME required.
When local altimeter setting not received, use Spokane altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 4500 direct GEG VORTAC and hold.

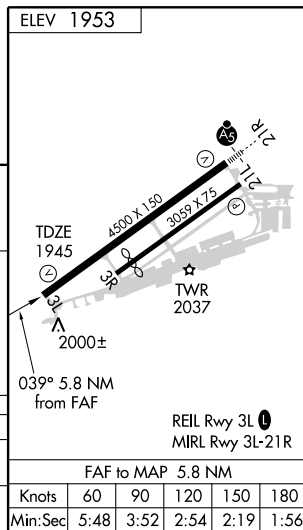
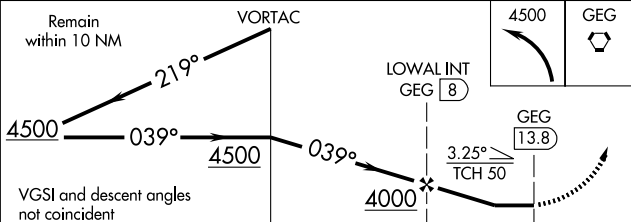
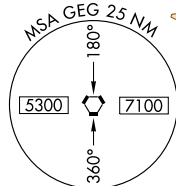
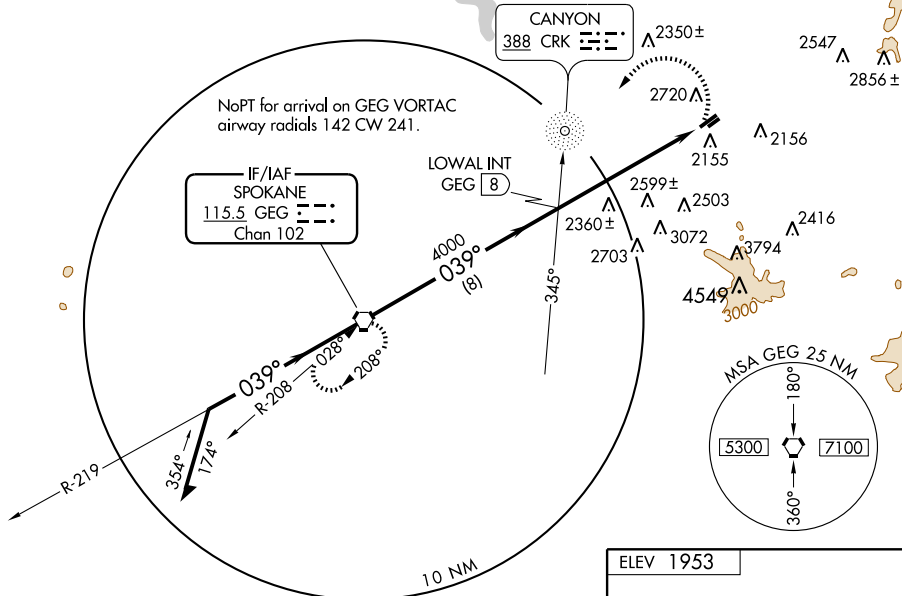
ATIS
120.55

SPOKANE APP CON
133.35 263.0

FELTS TOWER ★
132.5 (CTAF) 239.025

GND CON
121.7

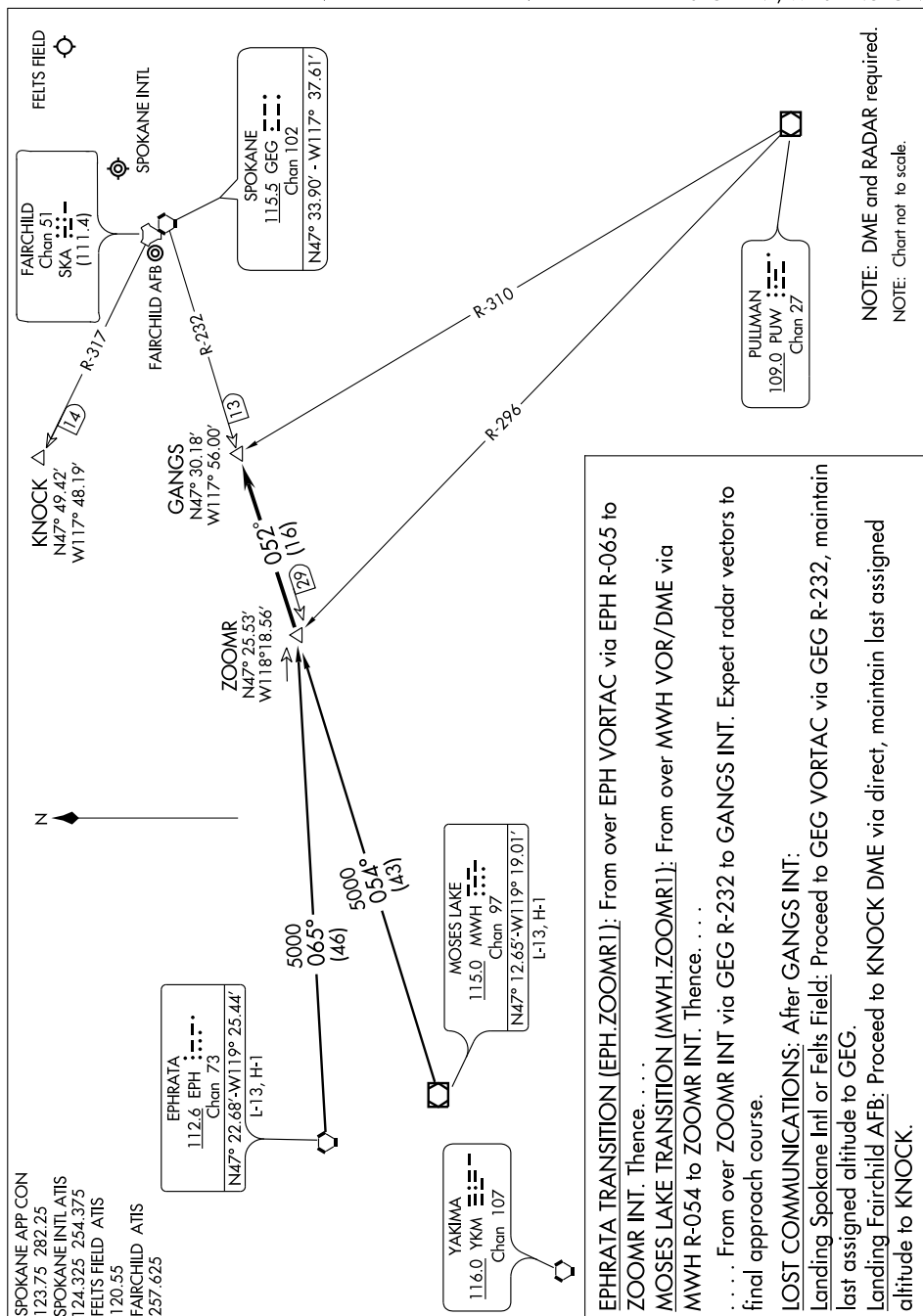
UNICOM
122.95



CATEGORY	A	B	C	D
S-3L	2920-1¼ 975 (1000-1¼)	2920-1½ 975 (1000-1½)	2920-3 975 (1000-3)	
CIRCLING	2920-1¼ 967 (1000-1¼)	2920-1½ 967 (1000-1½)	2920-3 967 (1000-3)	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NW-1, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

AFD-553 [USAF]

SPOKANE, WASHINGTON

ATIS 257.625
 FAIRCHILD TOWER
 120.35 233.7
 GND CON
 123.6 275.8

JULY 2010
 ANNUAL RATE OF CHANGE
 0.2° W

VAR 15.7° E

HOT CARGO

117°38'W

117°39'W

117°40'W

117°41'W

47°38'N

47°37'N

A
 2550

WATER
 TOWER
 2608

BASE OPS
 FIRE
 STATION

ELEV
 2435

ELEV
 2440

WEST
 RAMP

WATER
 TOWER
 2568

WATER
 TOWER
 2560

CONTROL
 TOWER
 2537

13,899 x 200

ELEV
 2450

Rwy 5-23
 S155, T220, ST175, TT550

FIELD
 ELEV
 2461

1000 x
 200

AIRPORT DIAGRAM

SPOKANE, WASHINGTON
 FAIRCHILD AFB (KSKA)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

FAIRCHILD AFB (SKA)(KSKA) AF (ANG) 10 SW UTC-8(-7DT) N47°36.90' W117°39.35' SEATTLE
 2461 B TPA—See Remarks AOE Class I, ARFF Index A NOTAM FILE SKA Not insp. H-1C, L-13B
RWY 05-23: H13899X200 (CONC) PCN 51 R/B/W/T HIRL CL DIAP, AD
RWY 05: ALSF1. TDZL. PAPI(P4L)—GA 3.0° TCH 51'. **RWY 23:** ALSF1. TDZL. PAPI(P4L)—GA 2.5° TCH 50'.
 Rgt tfc.
MILITARY SERVICE: LGT Rwy 05 PAPI not coincidental with ILS/GS. Apch lighting system Rwy 05-23 NSTD. JASU (MA-1A)
 (A/M32A-86) (MC-1A) **FUEL J8** **FLUID SP** PRESAIR; De-ice Not avbl for C5, C17; LOX **OIL** O-148-156
 JOAP **TRAN ALERT** Svc weekdays 1500-0700Z†, weekends 13,000 to 32,000
 svc required. Fleet svc avbl. No potable water svc.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR includes scheduled AMC mission. 24 hr
 prior coordination required. All inbound passenger/cargo acft must ctc Command Post no later than 30 min prior
 to ldg. AMC acft opr rstd during Bird Watch Condition Moderate (tkf or ldg permission only when dep/arr route
 avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without
 Operation Group Commander approval, practice circling apch not authorized for tran acft) ctc twr, PTD, or
 Command Post for current Bird Watch condition. Acft configured with explosives are not authorized. Cargo acft
 transporting explosives are authorized. Arpt unable to support acft transporting more than 13,000 to 32,000
 pounds class 1.1 explosive cargo. First 1300' Rwy 23/last 1300' Rwy 05 rated poor. Use Twy F int for Rwy 23
 dep unless mission requires full length. To max extent possible exit Twy F when ldf Rwy 05. Avoid ldg on first
 1300' of Rwy 23 unless wx dictates use of instrument apch. Dur taxi acft are to use idle thrust and limit the use
 of reverse thrust when opr on first 1300' Rwy 23/last 1300' Rwy 05. Practice circling apch not authorized for
 tran acft. Parachute jumping activity Fri 2030-2130Z†, Ellington Drop Zone, 5000' south of rwy. Parking spots
 15-30 are tow on/off only, no engine runs. **CAUTION** Rwy edge lgts located 60' from outside of side stripe.
 Uncontrolled vehicles on all twys and ramps. Helicopter opns within vicinity of Fairchild AFB. Departing acft
 remain at or blo 3700' until dep end of rwy for protection of overhead pattern. Do not mistake Spokane Intl 4.5
 NM east for Fairchild AFB. Phase II (the high bird potential haz time period) of the Bird Aircraft Safety Hazard
 program is in effect annually from May to Oct. Rwy 05-23 overruns rated poor. **TFC PAT** TPA—Rectangular 3700
 (1239), overhead 4200(1739) **CSTMS/AG/IMG** - C509-247-5435/5439. **MISC** Air Evac/Tran acft ctc PTD 20
 minutes prior to arrival. Base OPS DSN 657-5439/5202, C509-247-5439/5202. **ANG** Opr Mon-Fri
 1515-2345Z†, clsd weekend and holidays.
COMMUNICATIONS: SFA ATIS 257.625 PTD 130.0 372.2
Ⓡ SPOKANE APP/DEP CON 133.35 263.0 (026°-204°) 123.75 282.25 (205°-025°)
TOWER 120.35 233.7 **GND CON** 123.6 275.8
COMD POST (STRIKEHAWK) 311.0 321.0 **PMSV METRO** 234.8 Wx stn opr Mon-Thu 1300-1700Z†. Fri hrs vary
 based on lcl flying, clsd weekend and hol. Full svc PMSV avbl via 25 OWS. AWOS in use. DSN 657-9010.
 C509-247-9010. Tran aircrew may ctc 25 OWS DSN 228-6598, or C520-228-6598 for wx briefing. When
 possible provide 2hr PN for all rqr briefings. **WASHINGTON ANG OPS** 293.7
AIRSPACE: CLASS C svc ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE SKA.
(L) TACAN SKA Chan 51 N47°36.64' W117°39.74' at fld. 2438/19E. No NOTAM MP Tue 1400-1700Z†
 (2000/3+1).
TACAN unusable:
 110°-220° byd 20 NM blo 7,000' 220°250° byd 30 NM blo 5,500'
 110°-220° byd 30 NM blo 9,500'
ILS 110.3 I-FRC Rwy 05. Back course unusable. No NOTAM MP Wed and Thu 1400-1700Z†
 (2000/3+1).
ILS 110.3 I-SKA Rwy 23. Class IT. Back course unusable. No NOTAM MP Wed and Thu
 1400-1700Z† (2000/3+1).
COMM/NAV/WEATHER REMARKS: Acft rqr SFA notify Seattle Center or Spokane App Con 20 minutes out on any published
 frequency.

FELTS FLD (See SPOKANE)

FERRY CO (See REPUBLIC)

FIRSTAIR FLD (See MONROE)

FLOATHAVEN SPB (See BELLINGHAM)

FLY FOR FUN (See VANCOUVER)

FORKS (S18) 1 SW UTC-8(-7DT) N47°56.26' W124°23.76'

SEATTLE

299 NOTAM FILE SEA

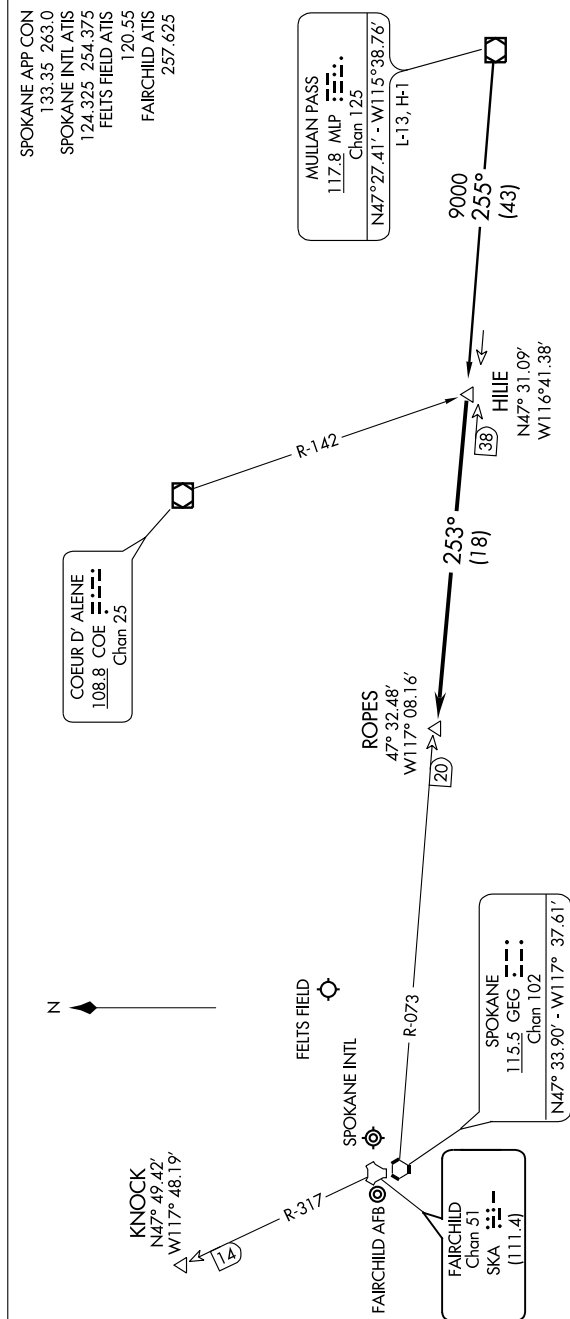
RWY 04-22: H2400X75 (ASPH) MIRL

RWY 04: REIL. Tree. **RWY 22:** REIL. Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt.

COMMUNICATIONS: CTAF 122.9

NW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: DME and RADAR required.

NW-1. 23 SEP 2010 to 21 OCT 2010

HILIE ONE ARRIVAL (HILIE.HILIE1)

SPOKANE, WASHINGTON

Rwy Idg **13,899**
 TDZE **2461**
 Arpt Elev **2461**

 LOC I-FRC
110.3

 APCH CRS
048°

AL-553 [USAF]

ILS or LOC RWY 5

FAIRCHILD AFB (KSKA)

* When ALS inop, increase vis to $\frac{3}{4}$ mile, RVR to 40.
 When TDZL/CL lights inop, increase CAT ABCD RVR to 24.
 *** When ALS inop increase vis to 1 mile, RVR to 50.
 *** When ALS inop, increase CAT AB vis to 1 mile, RVR to 50,
 CAT CD vis to $1\frac{1}{2}$ miles, RVR to 60, CAT E vis to $1\frac{1}{2}$ miles.

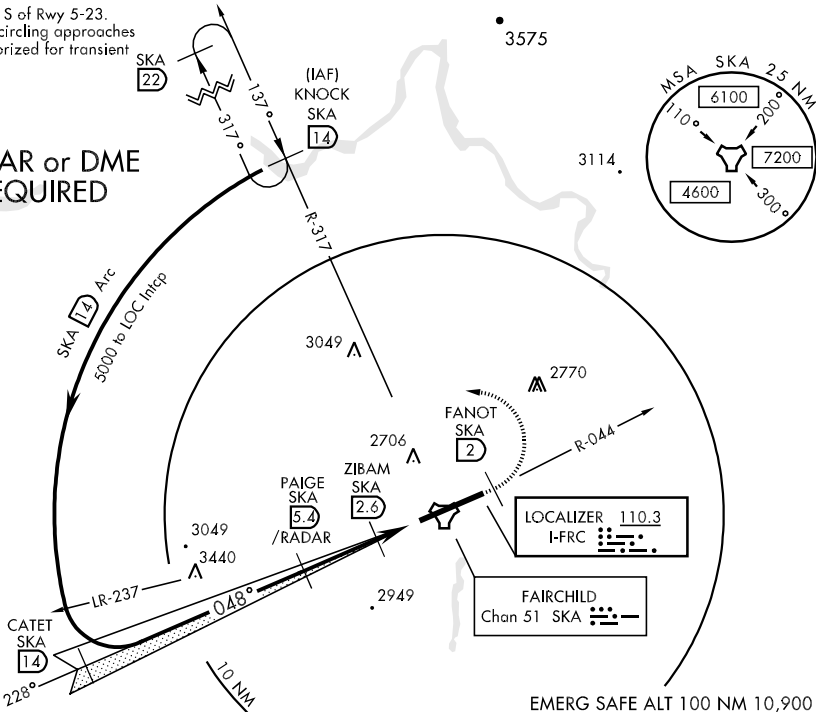


MISSED APPROACH: Climb to 6000 via SKA R-044.
 At SKA 2 DME turn left hdg 280° to intcp SKA R-317
 to KNOCK and hold, continue climb in hold to 6000.

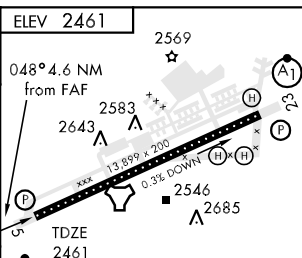
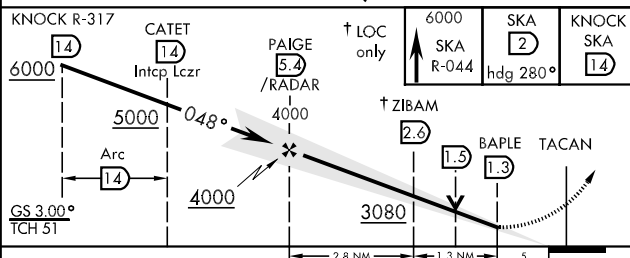
ATIS 257.625	SPOKANE APP CON 026°-204° 133.35 263.0 205°-025° 123.75 282.25	FAIRCHILD TOWER 120.35 233.7	GND CON 123.6 275.8
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**** Not auth S of Rwy 5-23.
 Practice circling approaches
 not authorized for transient
 aircraft.

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
S-ILS 5 *	2661/18 200 (200- $\frac{1}{2}$)				2661/24 200 (200- $\frac{1}{2}$)
S-LOC/ DME 5 **	2740/24 279 (300- $\frac{1}{2}$)	2740/40 279 (300- $\frac{3}{4}$)			
S-LOC 5 ***	2880/24 419 (500- $\frac{1}{2}$)	2880/40 419 (500- $\frac{3}{4}$)			
	2880/50 419 (500-1)				
CIRCLING ****	3480-1 $\frac{1}{4}$ 1019 (1100-1 $\frac{1}{4}$)	3480-1 $\frac{1}{2}$ 1019 (1100-1 $\frac{1}{2}$)	3480-3 1019 (1100-3)		

HIRL Rwy 5-23 TDZL/CL Rwy 5-23					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

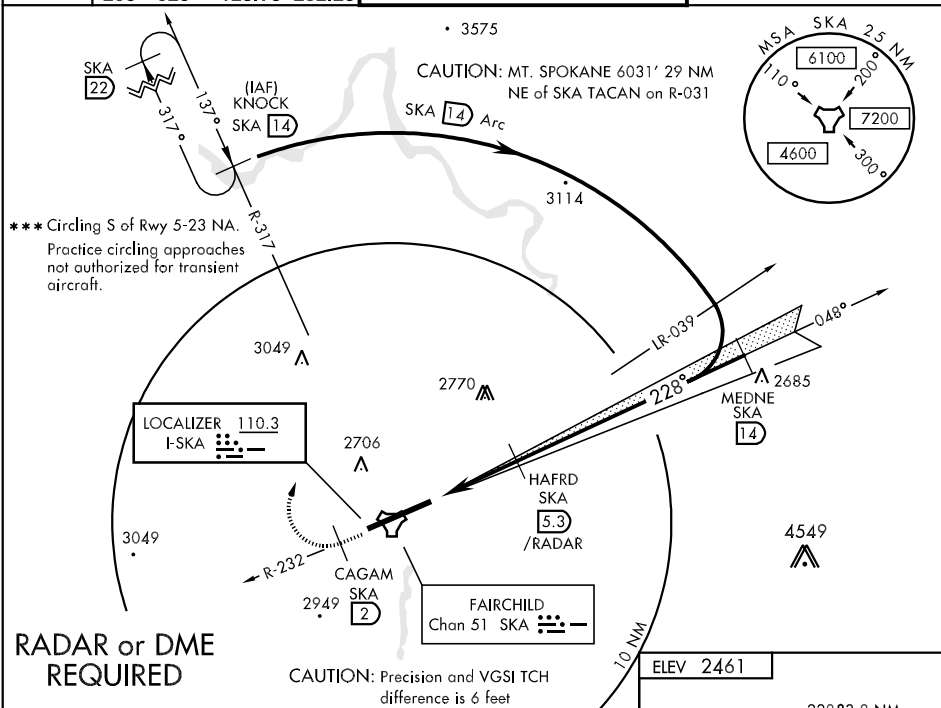
LOC I-SKA 110.3	APCH CRS 228°	Rwy Idg 13,899 TDZE 2422 Arpt Elev 2461	AL-553 [USAF]	ILS or LOC RWY 23 FAIRCHILD AFB (KSKA)
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T * When ALS inop, increase vis to $\frac{3}{4}$ mile, RVR to 40.
When TDZL/CL lights inop, increase CAT ABCD RVR to 24.
** When ALS inop, increase vis to 1 mile, RVR to 50.

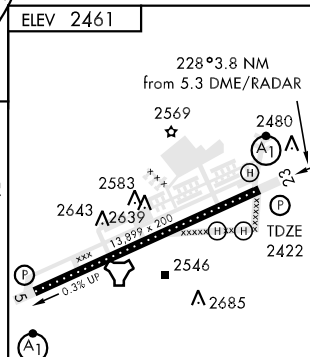


MISSED APPROACH: Climb to 6500 via SKA R-232. At SKA 2 DME, turn right heading 340° to intcp SKA R-317 to KNOCK and hold, continue climb in hold to 6500.

ATIS	SPOKANE APP CON		FAIRCHILD TOWER		GND CON	
257.625	026°-204°	133.35 263.0	120.35	233.7	123.6	275.8
	205°-025°	123.75 282.25				



EMERG SAFE ALT 100 NM 10,900

[illegible]

HIRL Rwy 5-23
TDZL/CL Rwy 5-23

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

TACAN SKA
Chan 51APCH CRS
057°Rwy ldg 13,899
TDZE 2461
Arpt Elev 2461

AL-553 [USAF]

FAIRCHILD AFB (KSKA)

✚ * When ALS inop, CAT ABC vis to 1 mile, RVR to 50,
CAT DE vis to 1½ miles, RVR to 60.



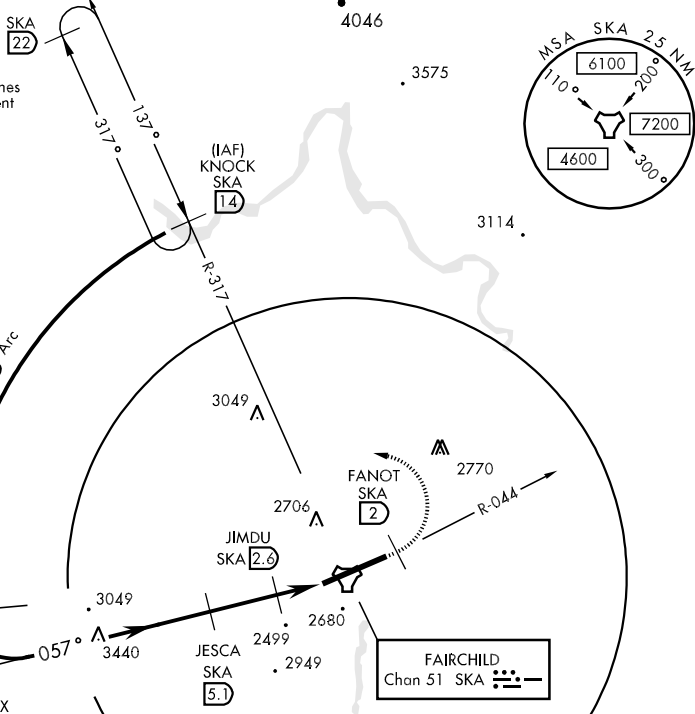
MISSED APPROACH: Climb to 6000 via SKA R-044.
At SKA 2 DME turn left hdg 280° to intcp SKA R-317
to KNOCK and hold, continue climb in hold to 6000.

ATIS 257.625
SPOKANE APP CON
026°-204° 133.35 263.0
205°-025° 123.75 282.25

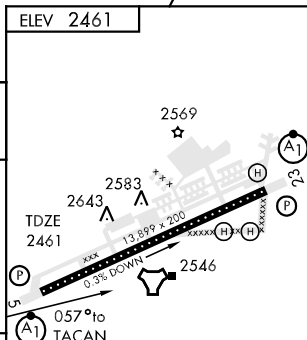
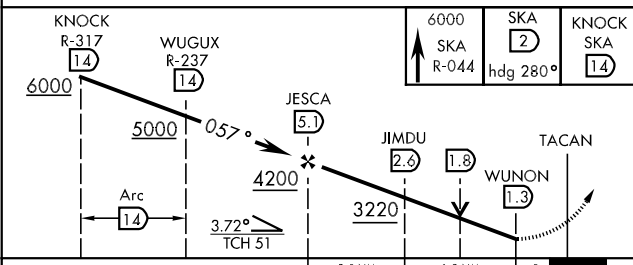
FAIRCHILD TOWER
120.35 233.7

GND CON
123.6 275.8

** Not auth S of Rwy 5-23.
Practice circling approaches
not authorized for transient
aircraft.



EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
S-5 *	2820/24	359 (400-½)	2820/40	359 (400-¾)	
CIRCLING **	3480-1¼ 1019 (1100-1¼)	3480-1½ 1019 (1100-1½)	3480-3	1019 (1100-3)	

HIRL Rwy 5-23
TDZL/CL Rwy 5-23

TACAN SKA Chan 51	APCH CRS 226°	Rwy Idg 13,899 TDZE 2422 Arprt Elev 2461
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AL-553 [USAF]

FAIRCHILD AFB (KSKA)

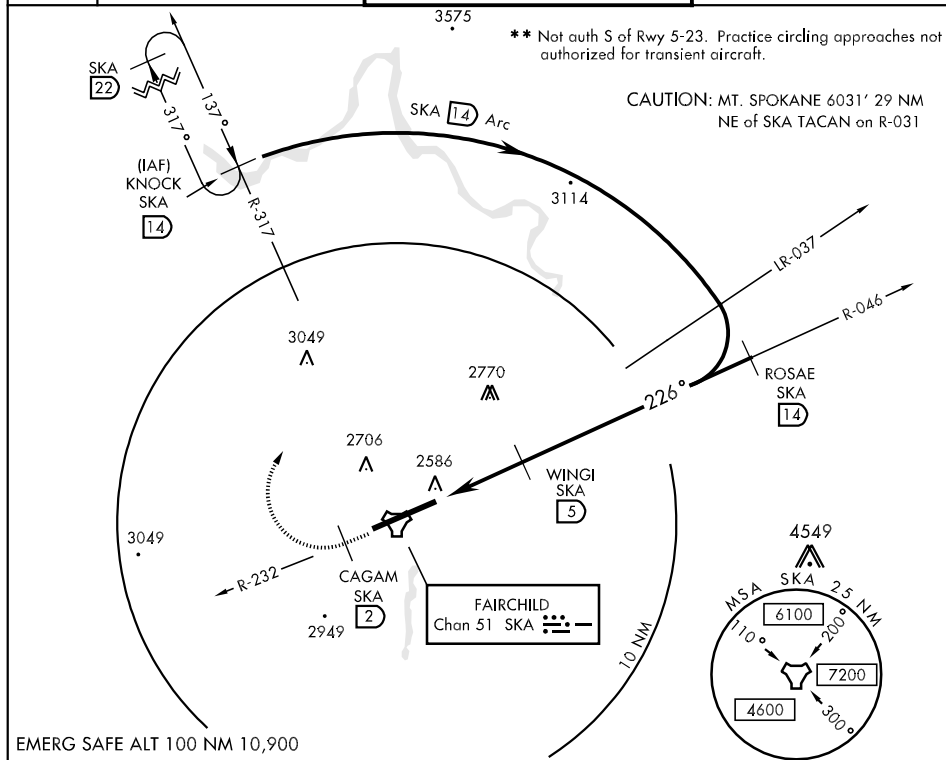
▼ * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT CD vis to 1¼ mile, RVR to 60, CAT E vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb to 6500 via SKA R-232. At SKA 2 DME, turn right heading 340° to intcp SKA R-317 to KNOCK and hold, continue climb in hold to 6500.

ATIS 257.625	SPOKANE APP CON 026°-204° 133.35 263.0 205°-025° 123.75 282.25	FAIRCHILD TOWER 120.35 233.7	GND CON 123.6 275.8
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6500

SKA

R-232

CAGAM

SKA

2

hdg

340°

VGSI and decent angles not coincident

TACAN

ITODE

2.9

WINGI

5

ROSAE

R-046

14

KNOCK

R-317

14

6000

226°

5000

3500

2.78°

TCH 50

Arc

14

5

3.0 NM

ELEV 2461

TDZE 2422

2569

2583

2643

13 899 x 200

0.3% UP

2546

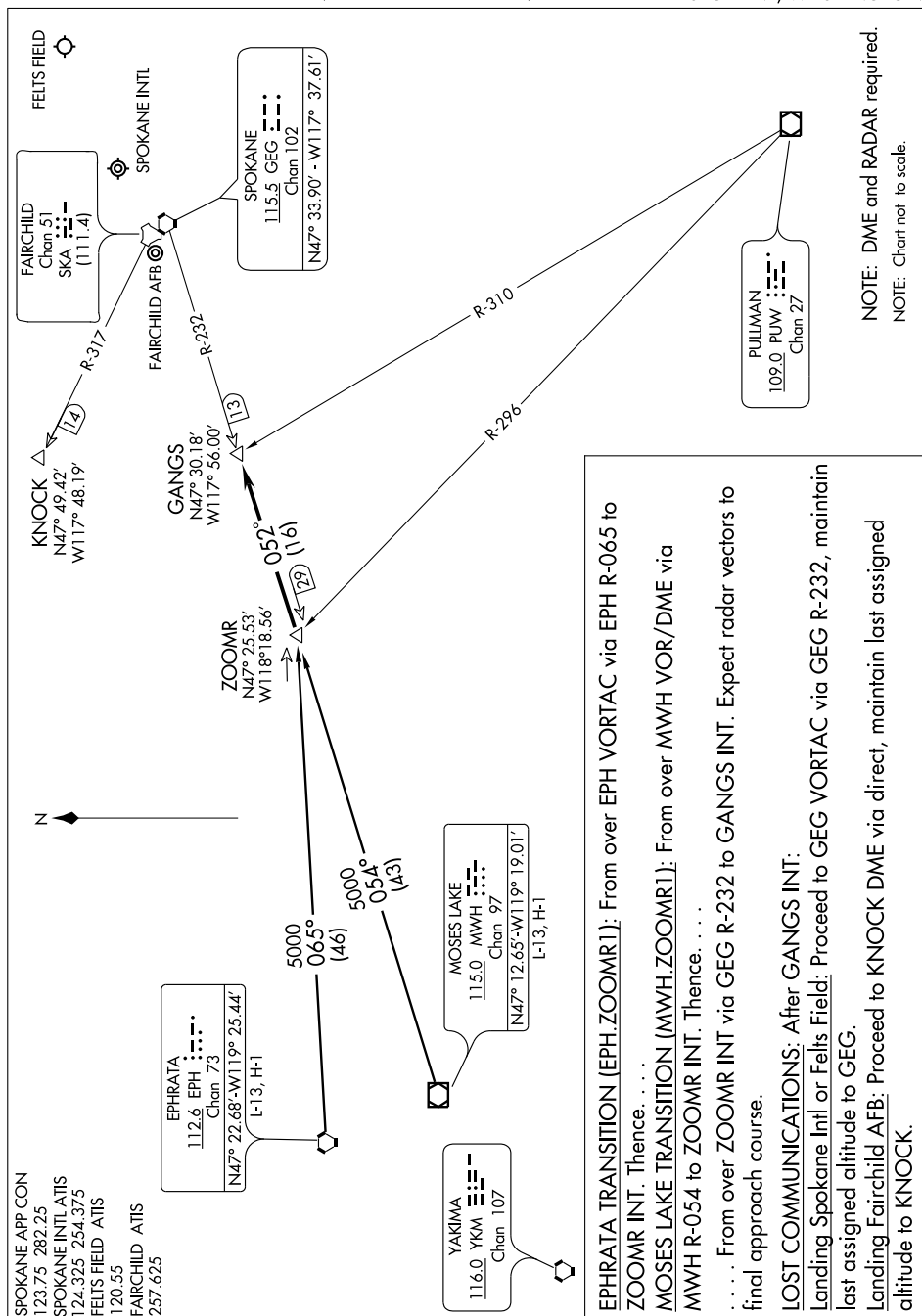
226° to TACAN

CATEGORY	A	B	C	D	E
S-TAC 23 *	2840/24 418 (400-½)	2840/40 418 (400-¾)	2840/50 418 (400-1)		
CIRCLING **	3480-1¼ 1019 (1100-1¼)	3480-1½ 1019 (1100-1½)	3480-3 1019 (1100-3)		

HIRL Rwy 5-23

TDZL/CL Rwy 5-23

NW-1, 23 SEP 2010 to 21 OCT 2010



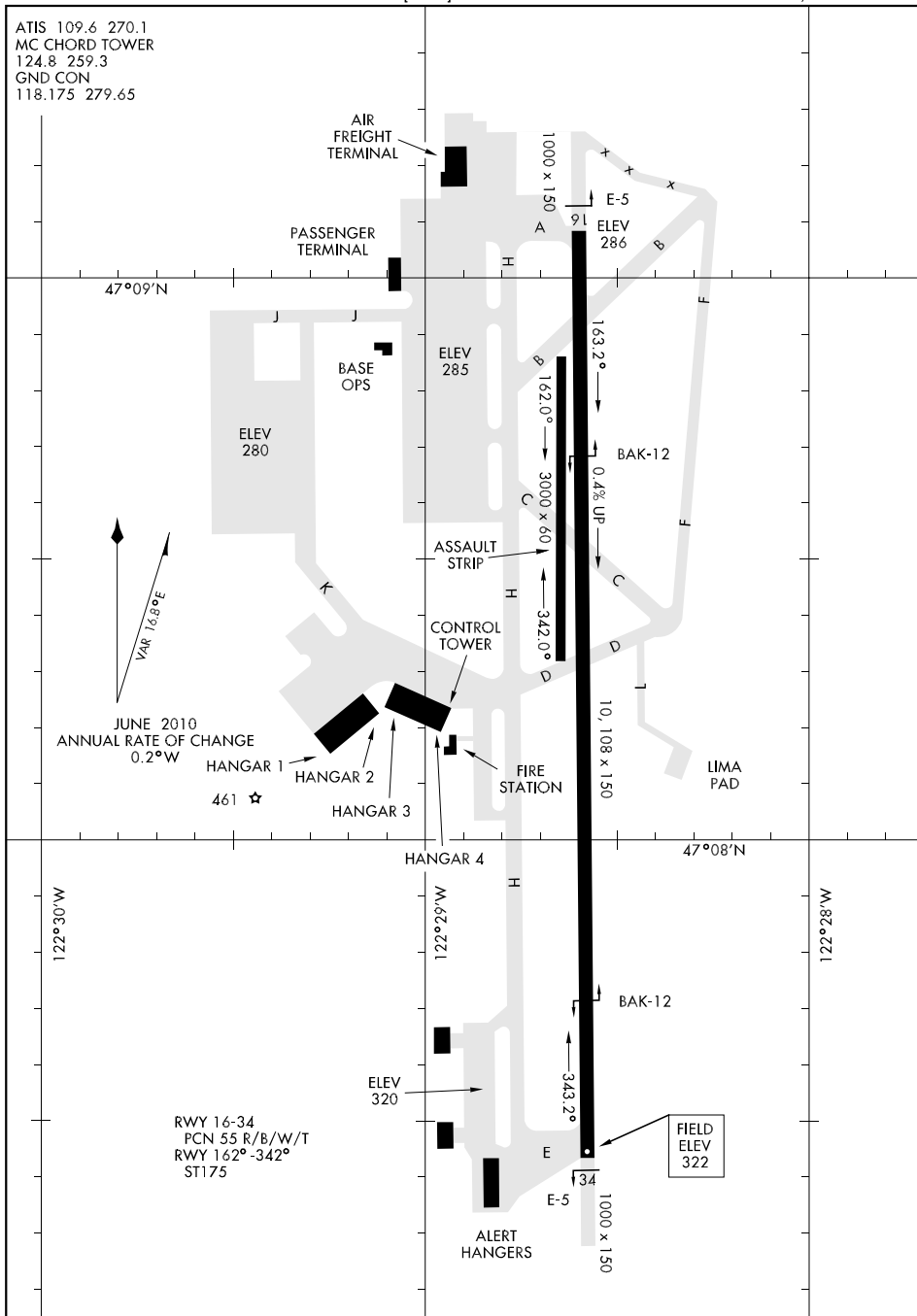
AIRPORT DIAGRAM

[USAF] AFD-414

TACOMA, WASHINGTON

ATIS 109.6 270.1
MC CHORD TOWER
124.8 259.3
GND CON
118.175 279.65

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

TACOMA, WASHINGTON
MC CHORD FIELD (KTCM)

MC CHORD FIELD (JOINT BASE LEWIS—MCCHORD) (TCM)(KTCM) AF 3 S UTC-8(-7DT)

SEATTLE

N47°08.26' W122°28.59'

H-1B, L-1D

322 B TPA—See Remarks AOE Class I, ARFF Index Ltd. NOTAM FILE SEA Not insp.

DIAP, AD

RWY 16-34: H10108X150 (ASPH-CONC-GRVD)

PCN 55 R/B/W/T HIRL (NSTD) CL

RWY 16: ALSF1. PAPI(P4L). 0.4% up.**RWY 34:** ALSF2. TDZL. PAPI(P4R). Rgt ttc.**RWY 162-342:** H3000X60 (ASPH)**ARRESTING GEAR/SYSTEM****RWY 16** ← HOOK E5 (240' OVRN) HOOK BAK-12B(B) (2450')HOOK BAK-12B(B) (1668') HOOK E5 (102' OVRN) → **RWY 34**

MILITARY SERVICE: LGT Visual TCH set for height group 3 acft only. **RWY 16-34** center 72' thld lgt removed. PAPI GS not coincidental with ILS GS. AMP-1/AMP-3 Overt/Covert assault strip lights installed in middle 5000' **RWY 16-34.** **A-GEAR** When **RWY 16-34** activated, apch end E5 is removed. **RWY 16-34 BAK-12B** 30 minute prior notice rqr to connect cable. **JASU** (MD-3M) 1(MD-3) 1(MA-1A) (AM32A-60) 1(MC-11) **FUEL** A1+ **FLUID** SP PRESAIR De-ice—Expect 3 hr delay. LHOX LOX **OIL** O-128-133-148-156 SOAP. SOAP results rqr 24 hr, weekdays (1530-0030Z) except holidays, results not avbl other times. Tran acft req SOAP will arrive with historical engine SOAP data for trend analysis. **TRAN ALERT** Opr 24 hr. Delays can be expected. Parking limited.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR includes scheduled AMC missions due to limited ramp space, tran acft parking extremely ltd. 24 hr prior coordination req, Base OPS DSN 382-5611, C253-982-5611. All inbound acft must ctc Command Post no later than 30 min prior to ldg. AMC acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc PTD/ATIS/Command Post for current Bird Watch Condition. Tran aircrews conducting local area low-level training missions must receive local procedure/rstd briefing from 62 OSS/OSK at DSN 382-3615, C253-982-3615. **CAUTION** When performing pre-tkf engine runup, align acft so that debris is not blown toward ADTAC alert hangar or adjacent acft parking ramp. During VFR conditions, acft making low apch, normal tkf, touch and go ldg, or missed apch remain at or below 1800' until dep end of the rwy. Bird hazard. South end rwy not visible from official wx station obsn point. When fog/low clouds are present over apch end **RWY 34**, condition report from obsn point may not be representative. **TFC PAT** Before ldg maintain tfc pattern altitude commensurate with safety as long as practicable. TPA—Rectangular 1800' (1478) overhead 2300' (1978). **MISC** Aircrews notify PTD anytime they plan to delay in local IFR pattern on separate clearance prior to or departure on filed flt plan. Base OPS DSN 382-5611, C253-982-5611. South 1000' **RWY 16-34** is concrete, rwy is grvd. Afd wx monitored by the AN/FMQ-19 Automated Observing System and augmented by human observer when wx flt fcst on duty. DSN 312-382-3434/5005 C 253-982-3434/5005. Opr Wx Squadron 25 OWS, Davis-Monthan AFB. DSN 312-228-6596/6599 C 520-228-6598/6599. Toll free 1-877-451-8367.

COMMUNICATIONS: SFA D-ATIS 109.6 270.1 (DSN 382-2847 C 253-982-2847.) PTD 372.2⑤ **SEATTLE APP/DEP CON** 126.5 377.15**TOWER** 124.8 259.3 109.6T **GND CON** 118.175 279.65

COMD POST 134.1 349.4 (134.1 Commercial contract acft only) **PMSV METRO** 342.3 PMSV svc avbl only when wx flt fcst on duty. Wx obsn avbl H24 via automated obsn sys. Wx flt fcst on duty normal wing flying hrs and msn C-17 limiting criteria DSN 253-382-3434, C253-982-3434. During wx flt closures remote briefing svc avbl from 25 Op Wx Flt Squadron DSN 312-228-6598/6599/6588. Unusable 095°-102° byd 34 NM blo 9400'.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.(T) **VORTAC** 109.6 TCM Chan 33 N47°08.86' W122°28.50' at fld. 284/22E. No NOTAM MP Tue, Thu 0700-1600Z. VOR unusable 235°-325° byd 10 NM.**ILS** 109.9 I-MAR **RWY 16.** Back course unusable. No NOTAM MP Wed and Fri 0700-1400Z.**ILS X** 108.5 I-TCM **RWY 34.** Back course unusable. **RWY 34** localizer critical area not protected. No NOTAM MP Wed and Fri 0700-1400Z.**ILS Y** 108.5 I-TCM **RWY 34.** Back course unusable. **RWY 34** localizer critical area not protected. No NOTAM MP Wed and Fri 0700-1400Z.**MEAD FLYING SERVICE** (70S) 1 N UTC-8(-7DT) N47°47.23' W117°21.49'

SEATTLE

1905 TPA—2505(600) NOTAM FILE SEA

RWY 16-34: H2481X30 (ASPH)**RWY 16:** Trees. **RWY 34:** Trees**AIRPORT REMARKS:** Attended continuously. No winter maintenance.**COMMUNICATIONS:** CTAF 122.9**MEARS FLD** (See CONCRETE)

ALDER-NINE DEPARTURE (ALDER9 • ALDER)

MC CHORD FIELD (KTCM)

TACOMA, WASHINGTON

ATIS
109.6 270.1
GND CON
118.175 279.65
MC CHORD TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

SL-414 [USAF]

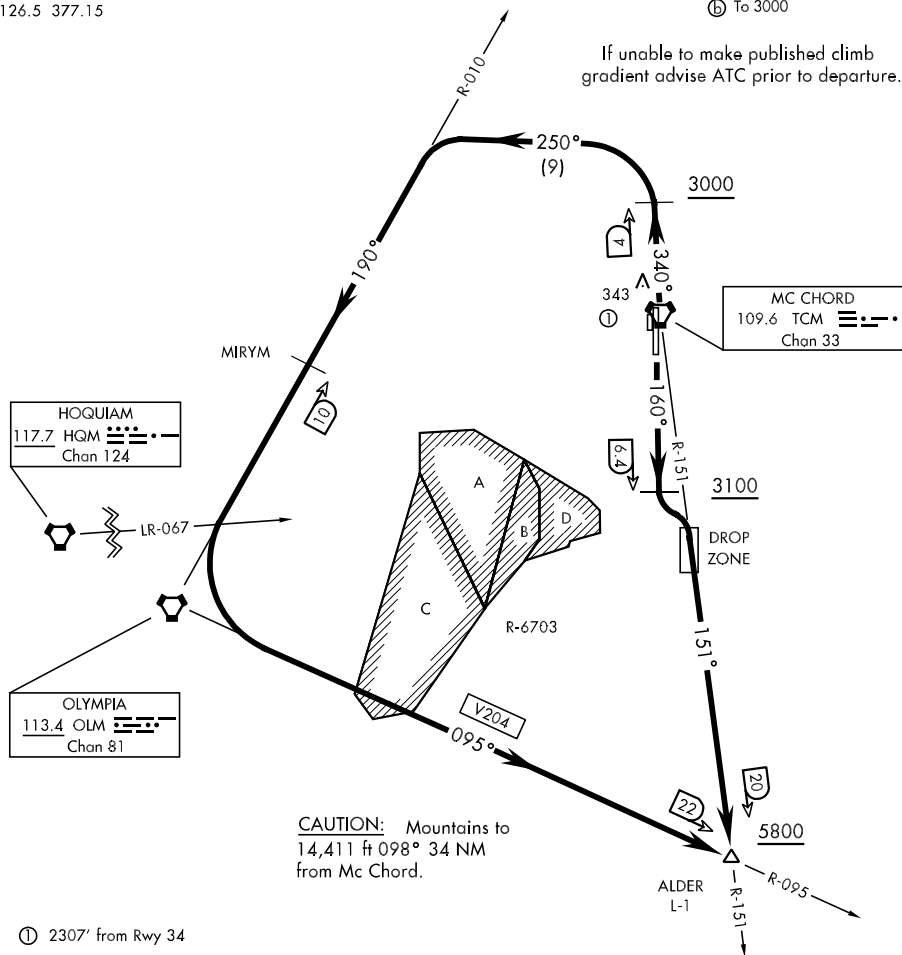
Rwy	Knots	60	120	180	240
16 ⓐ	V/V(fpm)	560	1120	1680	2240
34 ⓑ	V/V(fpm)	730	1450	2180	2890

ATC Climb Rate

ⓐ To 3100

ⓑ To 3000

If unable to make published climb
gradient advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Track heading 160° to TCM VORTAC 6.4 DME, then turn left to intercept the TCM R-151 to ALDER. Cross TCM 6.4 DME at or above 3100, cross ALDER at or above 5800.

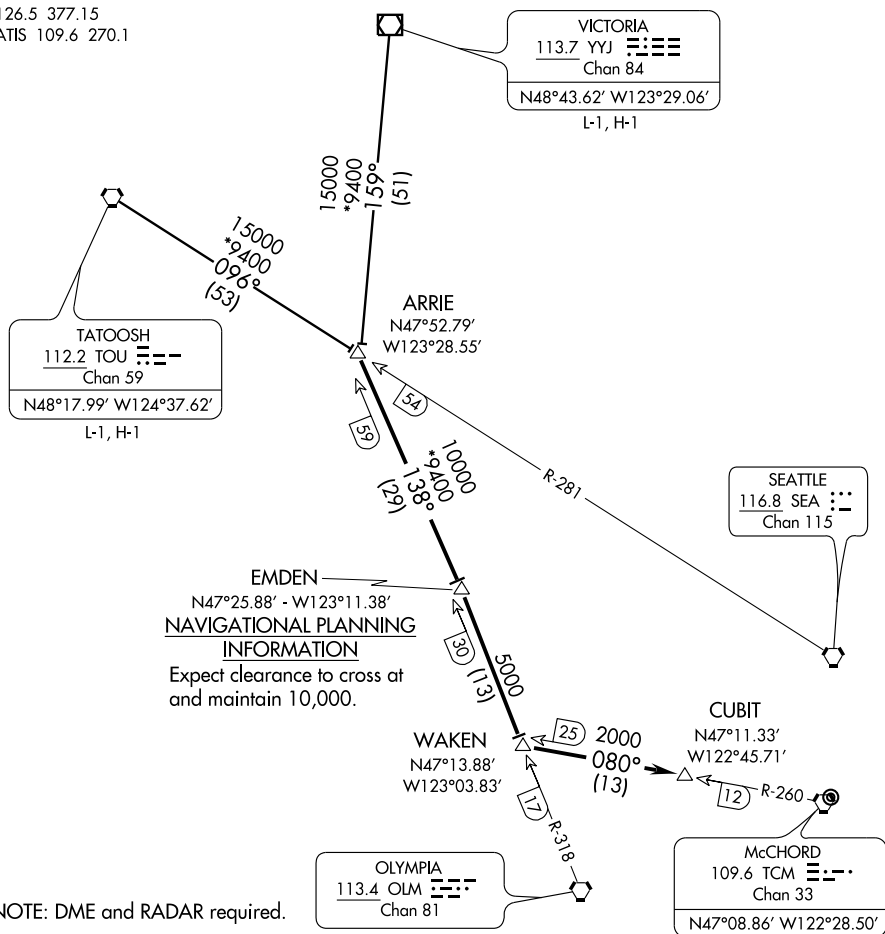
TAKE-OFF RWY 34: Climb on track 340° to TCM VORTAC 4 DME. Cross TCM 4 DME at or above 3000, then turn left heading 250° to intercept OLM VORTAC R-010/10 DME (MIRYM) to OLM VORTAC. Then via V204 (OLM R-095) to ALDER. Cross ALDER at or above 5800.

ALDER-NINE DEPARTURE (ALDER9 • ALDER)

TACOMA, WASHINGTON
MC CHORD FIELD (KTCM)

ARRIE FIVE ARRIVAL

ST-414 (FAA)

McCHORD FIELD
TACOMA, WASHINGTONSEATTLE APP CON
126.5 377.15
ATIS 109.6 270.1

TATOOSH TRANSITION (TOU.ARRIE5): From over TOU VORTAC via TOU R-096 to ARRIE DME Fix. Thence. . .

VICTORIA TRANSITION (YYJ.ARRIE5): From over YYJ VOR/DME via YYJ R-159 to ARRIE DME Fix. Thence. . .

. . . From over ARRIE DME Fix via OLM R-318 and TCM R-260 to CUBIT DME fix. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: Proceed direct to TCM VORTAC.

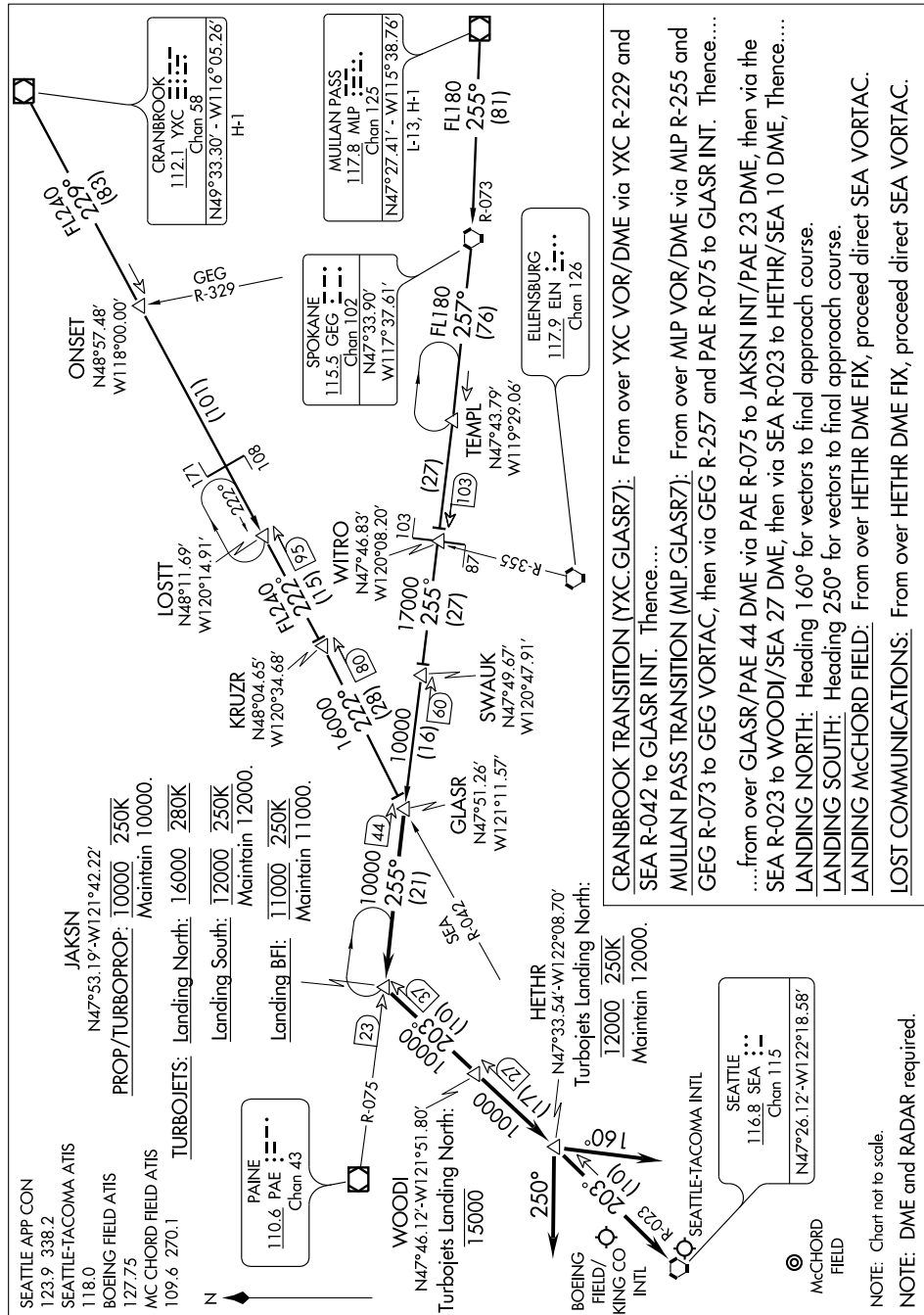
ARRIE FIVE ARRIVAL

(ARRIE.ARRIE5) 10154

TACOMA, WASHINGTON
McChord Field

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010



LOC I-MAR 109.9	APCH CRS 160°	Rwy Idg 10,108 TDZE 286 Arpt Elev 322
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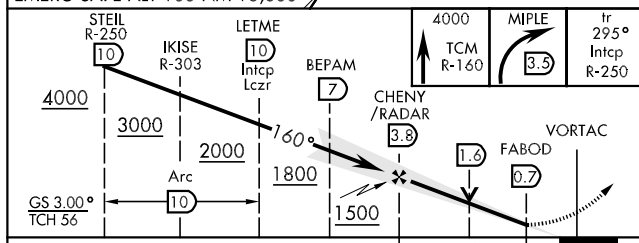
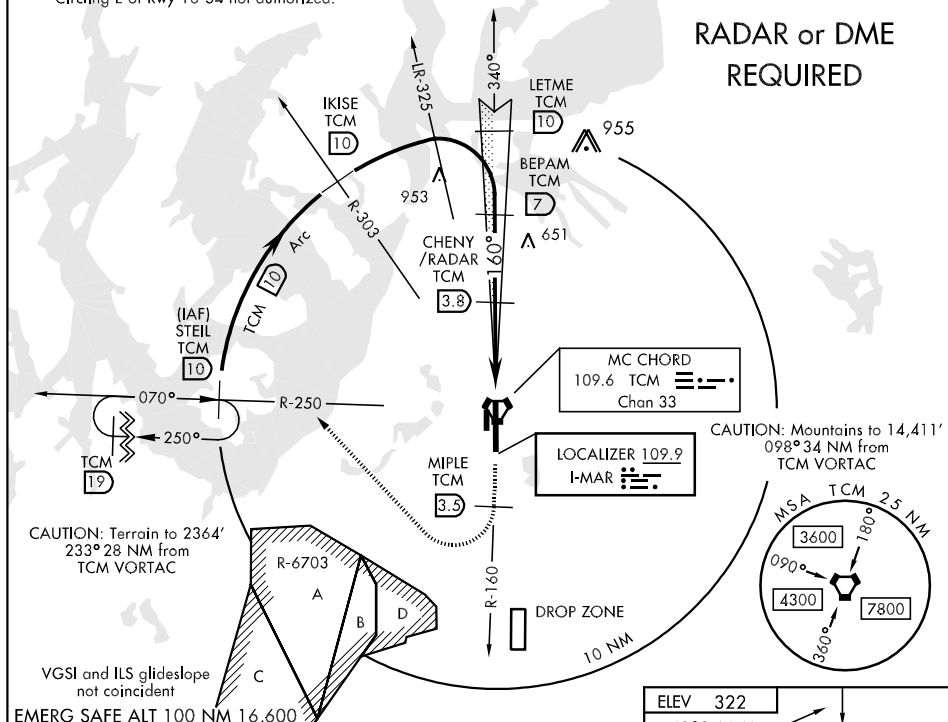
AL-414 [USAF]

MC CHORD FIELD (KTCM)

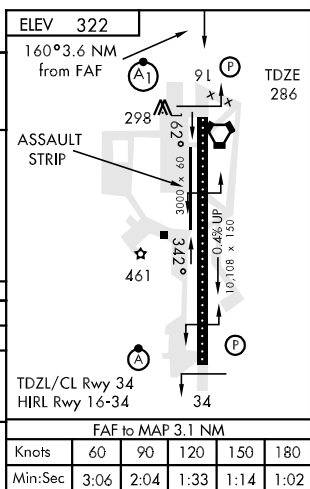
▼ * When ALS inop, increase vis to $\frac{3}{4}$ mile, RVR to 40. ** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to $1\frac{1}{2}$ miles, CAT DE vis to $1\frac{3}{4}$ miles.	ALSF-1 	MISSED APPROACH: Climb to 4000 on TCM VORTAC R-160. At 3.5 DME turn right via 295° course to intercept TCM R-250 to STEIL and hold. Continue climb in hold to 4000.
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ATIS 109.6 270.1	SEATTLE APP CON 126.5 377.15	MC CHORD TOWER 124.8 259.3	GND CON 118.175 279.65
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*** Circling E of Rwy 16-34 not authorized.

RADAR or DME
REQUIRED

CATEGORY	A	B	C	D	E
S-ILS 16*	486/18	200 (200-1/2)	486/24	200 (200-1/2)	
S-LOC 16**	800/40	514 (500-3/4)	800/50 514 (500-1)	800/60	514 (500-1/4)
CIRCLING***	940-1	618 (700-1)	940-1 1/4 618 (700-1 1/4)	940-2 618 (700-2)	940-2 1/4 618 (700-2 1/4)



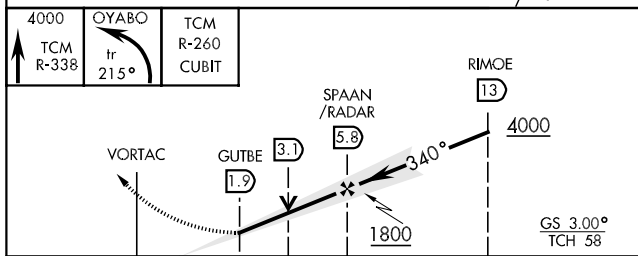
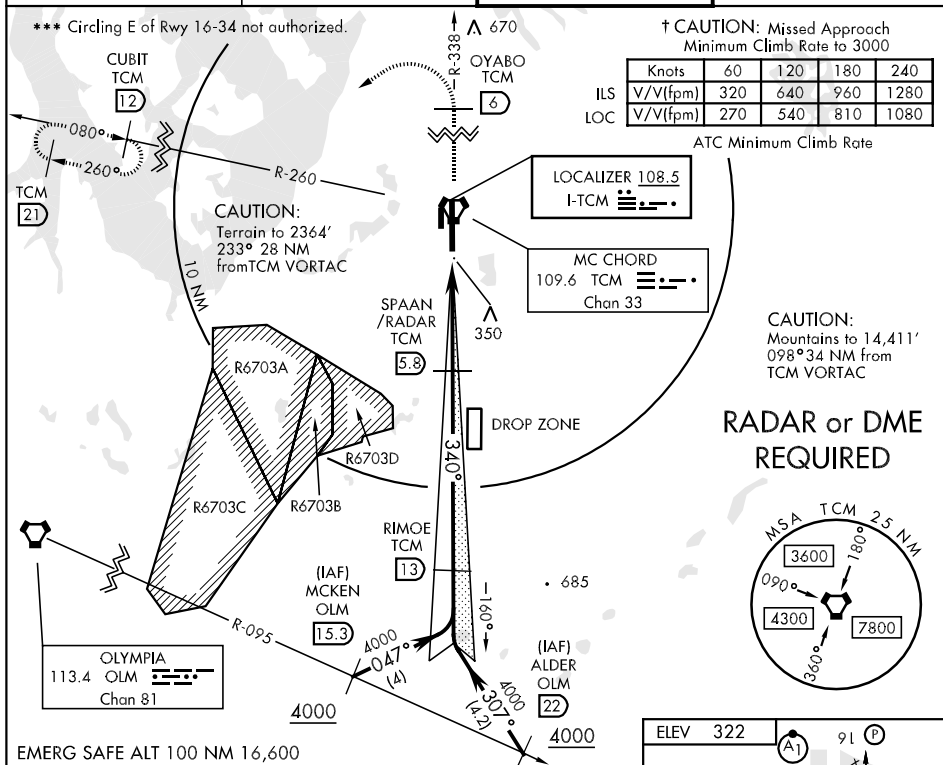
LOC I-TCM 108.5	APCH CRS 340°	Rwy Idg 10,108 TDZE 322 Arpt Elev 322
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AL-414 [USAF]

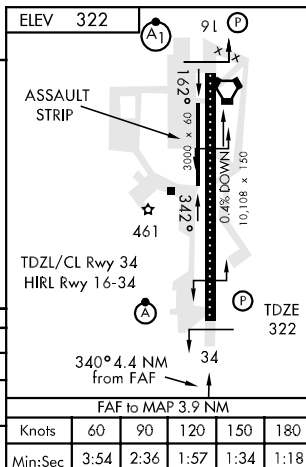
MC CHORD FIELD (KTCM)

▽ * When ALS inop, increase vis $\frac{3}{4}$ mile, RVR to 40. ** When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to $1\frac{1}{2}$ miles, CAT D vis to $1\frac{3}{4}$ miles.	ALSF-2 	† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to OYABO, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.
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ATIS 109.6 270.1	SEATTLE APP CON 126.5 377.15	MC CHORD TOWER 124.8 259.3	GND CON 118.175 279.65
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CATEGORY	A	B	C	D
S-ILS 34 *	522/18 200 (200- $\frac{1}{2}$)	522/24 200 (200- $\frac{1}{2}$)	522/24 200 (200- $\frac{1}{2}$)	522/24 200 (200- $\frac{1}{2}$)
S-LOC 34 **	900/24 578 (600- $\frac{1}{2}$)	900/24 578 (600- $\frac{1}{2}$)	900/24 578 (600- $\frac{1}{2}$)	900/24 578 (600- $\frac{1}{2}$)
CIRCLING ***	940-1 618 (700-1)	940-1 618 (700-1)	940-2 618 (700-2)	940-2 618 (700-2)



LOC I-TCM <u>108.5</u>	APCH CRS 340°	Rwy Idg 10,108 TDZE 322 Arpt Elev 322	AL-414 [USAF]	ILS of LOC Z RWT 34 MC CHORD FIELD (KTCM)
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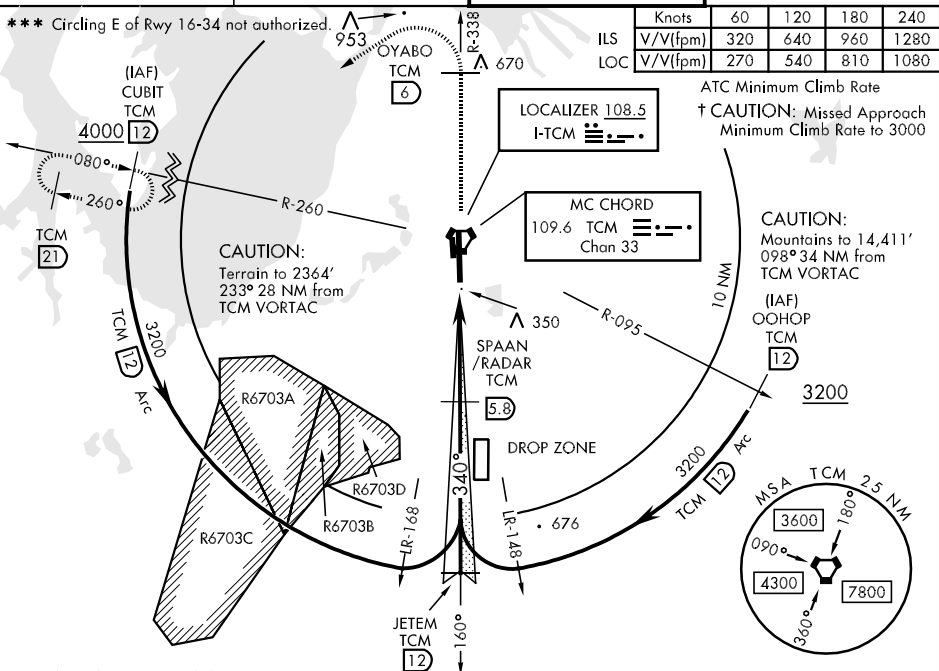
T * When ALS inop, increase vis $\frac{3}{4}$ mile, RVR to 40.
* * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to $1\frac{1}{2}$ miles, CAT D vis to $1\frac{3}{4}$ miles.

ALSF-2

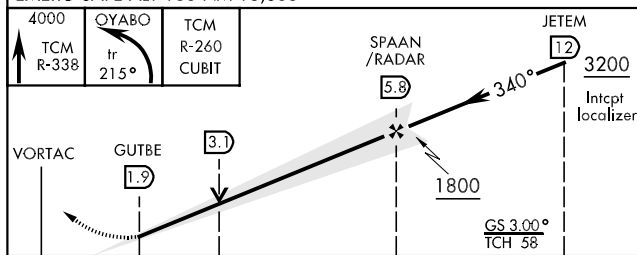
† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to OYABO, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

ATIS		SEATTLE APP CON		MC CHORD TOWER		GND CON	
109.6	270.1	126.5	377.15	124.8	259.3	118.175	279.65

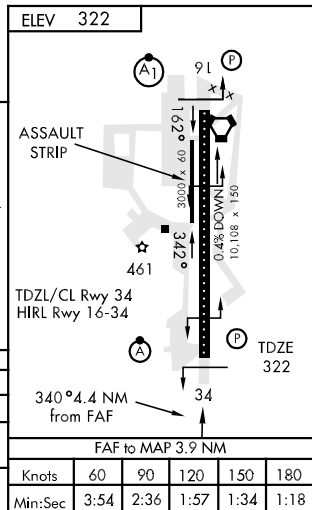
*** Circling E of Rwy 16-34 not authorized

RADAR or DME
REQUIRED

EMERG SAFE ALT 100 NM 16.600



	0.5	3.9 NM			
CATEGORY	A		B	C	D
S-ILS 34 *	522/24		200 (200-½)		
S-LOC 34 **	900/24	578 (600-½)	900/50 578 (600-1)	900/60 578 (600-1 ½)	
*** CIRCLING	940-1	618 (700-1)	940-1 ¾ 618 (700-1 ¾)	940-2 618 (700-2)	



TACOMA, WASHINGTON

47°08'N-122°29'W

MC CHORD FIELD (KTCM)

Orig 10154

ILS or LOC Z RWY 34

LOC I-TCM
108.5

APCH CRS
340°

Rwy Idg
TDZE
Arpt Elev
10,108
322
322

AL-414 [USAF]

MC CHORD FIELD (KTCM)

ALSF-2

† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to OYABO, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

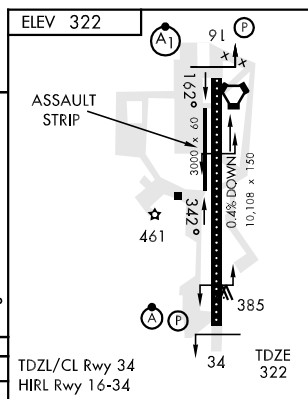
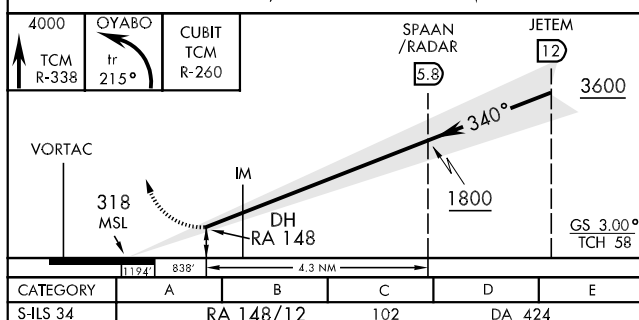
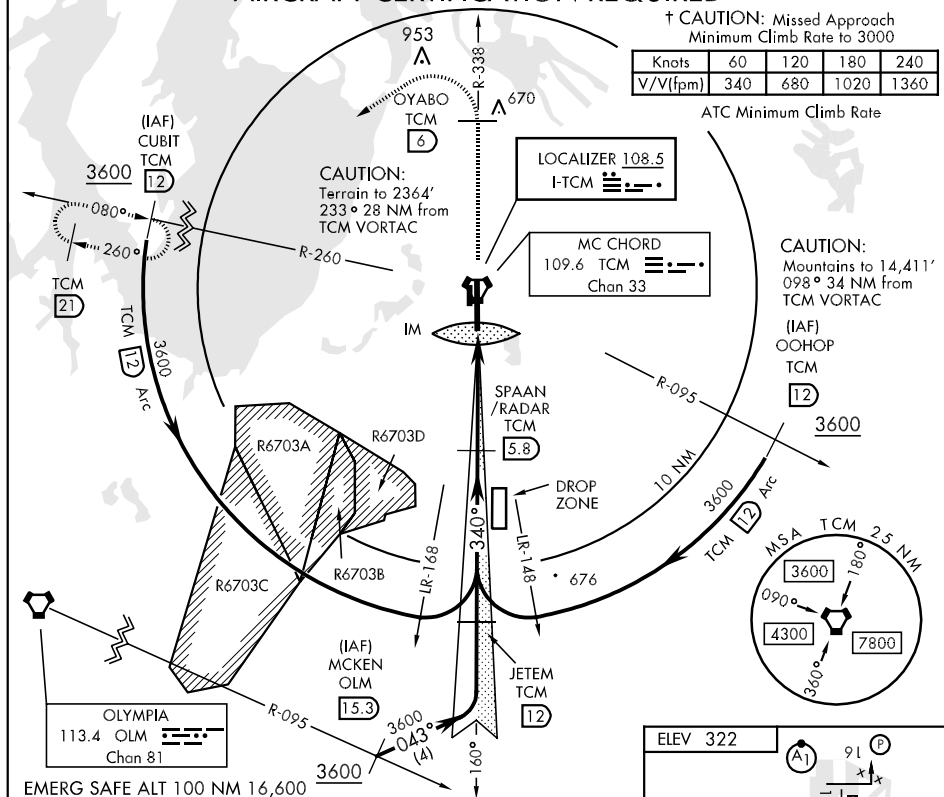
ATIS
109.6 270.1

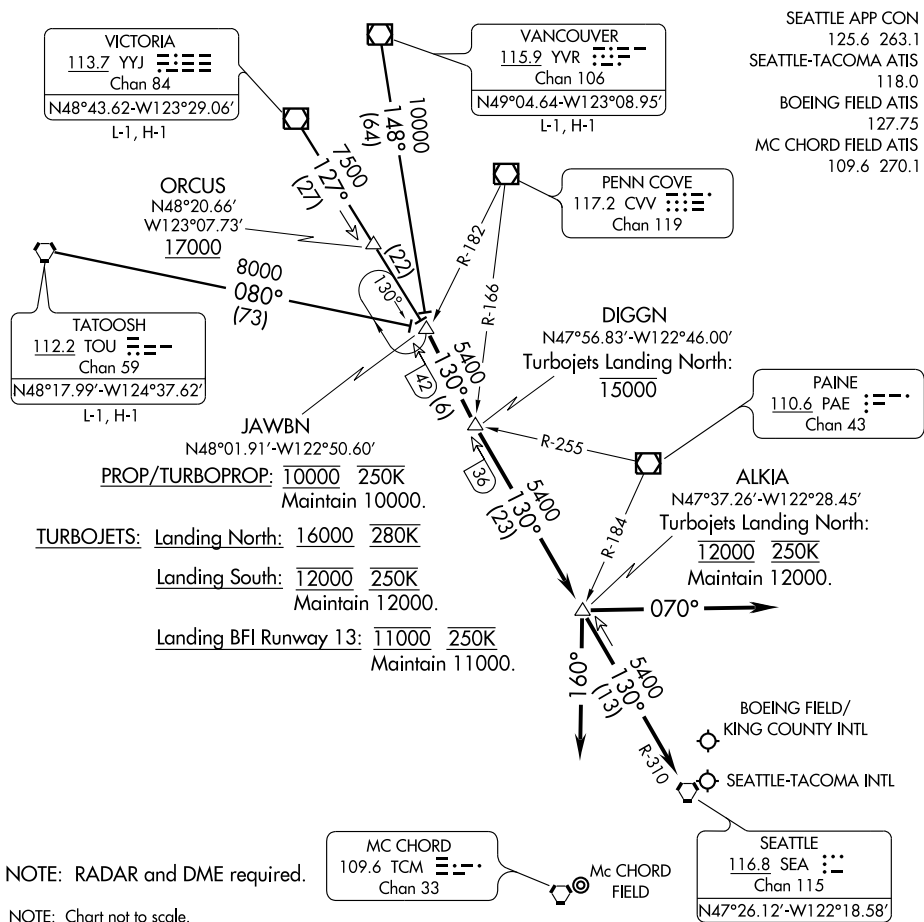
SEATTLE APP CON
126.5 377.15

MC CHORD TOWER
124.8 259.3

GND CON
118.175 279.65

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED





TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.

LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

OLYMPIC-THREE DEPARTURE

SL-414 [USAF]

MC CHORD FIELD (KTCM)

TACOMA, WASHINGTON

ATIS
109.6 270.1
GND CON
118.175 279.65
MC CHORD TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

If unable to make published
climb gradient advise ATC
prior to departure.

Rwy	Knots	60	120	180	240
16	⊙ V/V(fpm)	320	640	960	1280
34	⊙ V/V(fpm)	650	1300	1950	2600

ATC Climb Rate

⊙ To 10 DME

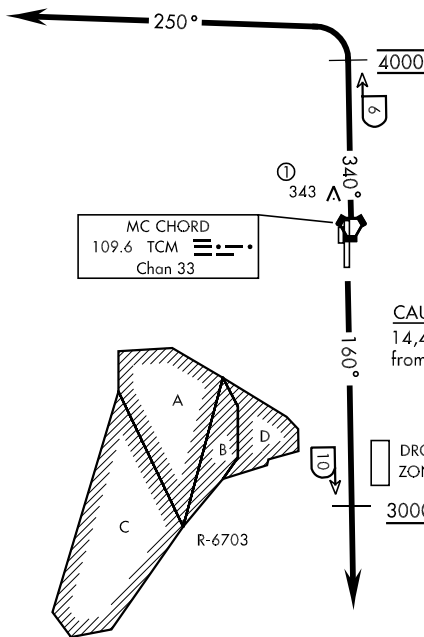
⊙ To 6 DME

RADAR REQUIRED

Maximum 250 KIAS

SEATTLE
116.8 SEA
Chan 115

L-1



⊙ 2270' from Rwy 34

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on a track of 160°. Cross TCM VORTAC 10 DME at or above 3000. Maintain (assigned altitude). Expect radar vectors within TCM 8 DME after departure.

TAKE-OFF RWY 34: Climb on a track of 340° to TCM VORTAC 6 DME. Cross TCM 6 DME at 4000. Then turn left tracking 250°. Maintain (assigned altitude). Expect radar vectors.

TACOMA, WASHINGTON
MC CHORD FIELD (KTCM)

OLYMPIC-THREE DEPARTURE

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

VORTAC TCM 109.6 Chan 33	APCH CRS 153°	Rwy Idg 10,108 TDZE 286 Arpt Elev 322
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AL-414 [USAF]

MC CHORD FIELD (KTCM)

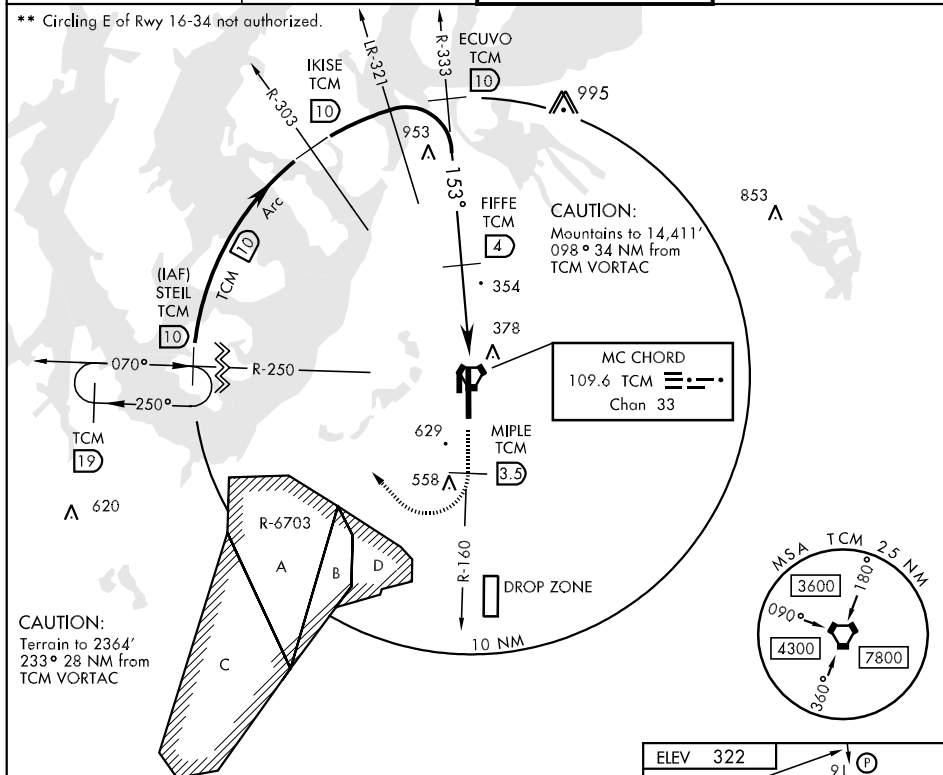
▼ * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.



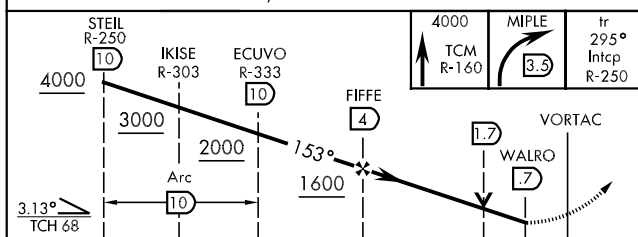
MISSED APPROACH: Climb to 4000 on TCM VORTAC R-160. At TCM 3.5 DME turn right via 295° course to intercept TCM R-250 to STEIL and hold, continue climb in hold to 4000.

ATIS 109.6 270.1	SEATTLE APP CON 126.5 377.15	MC CHORD TOWER 124.8 259.3	GND CON 118.175 279.65
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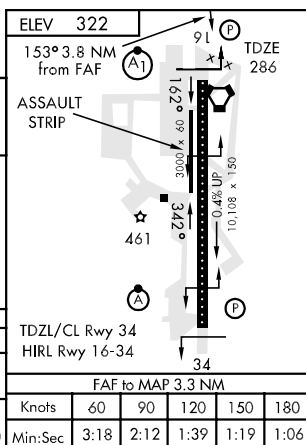
** Circling E of Rwy 16-34 not authorized.



EMERG SAFE ALT 100 NM 16,600



CATEGORY	A	B	C	D	E
S-16 *	800/40 514 (500-¾)		800/50 514 (500-1)	800/60 514 (500-1½)	
CIRCLING **	940-1 618 (700-1)		940-1½ 618(700-1½)	940-2 618 (700-2)	940-2 ½ 618(700-2½)



VORTAC TCM 109.6 Chan 33	APCH CRS 338°	Rwy Idg 10,108 TDZE 322 Arpt Elev 322
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AL-414 [USAF]

MC CHORD FIELD (KTCM)

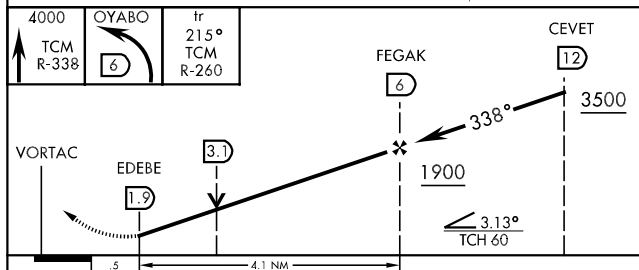
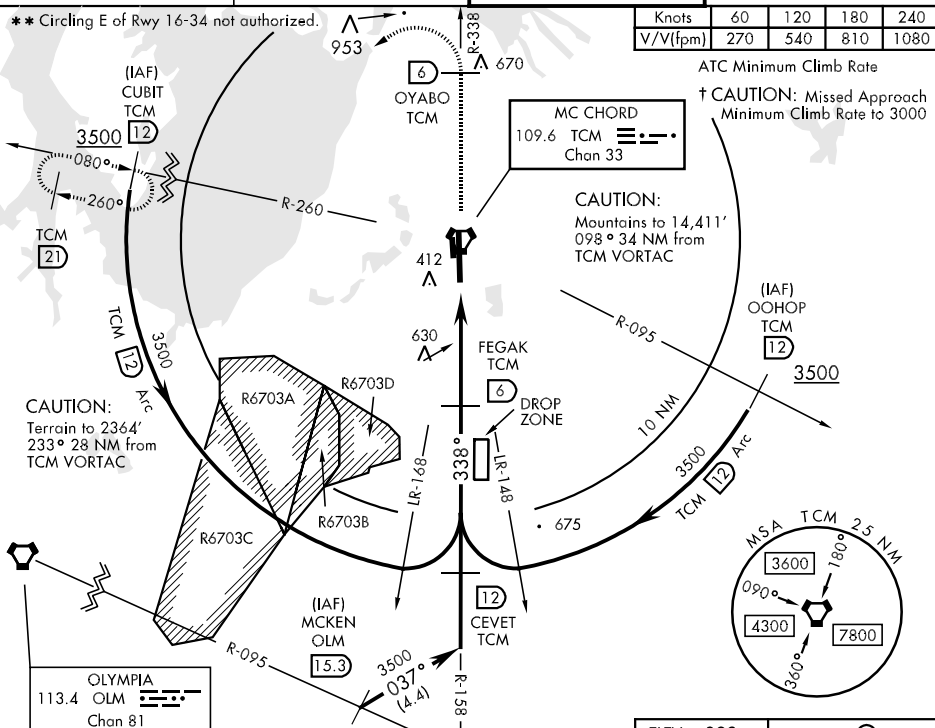
▼ * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.



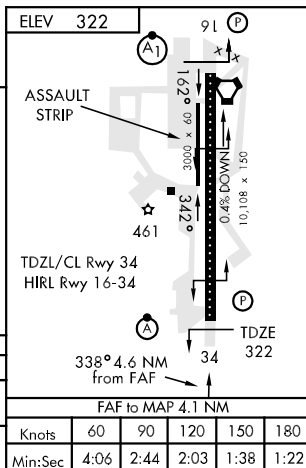
† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to 6 DME. Cross TCM 6 DME at or above 3000, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold. Continue climb in hold to 4000.

ATIS 109.6 270.1	SEATTLE APP CON 126.5 377.15	MC CHORD TOWER 124.8 259.3	GND CON 118.175 279.65
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** Circling E of Rwy 16-34 not authorized.



CATEGORY	A	B	C	D
S-34 *	900/24 578 (600-½)	900/50 578 (600-1)	900/60 578 (600-1¼)	900/60 578 (600-1¼)
CIRCLING **	940-1 618 (700-1)	940-1 618 (700-1¼)	940-2 618 (700-2)	940-2 618 (700-2)

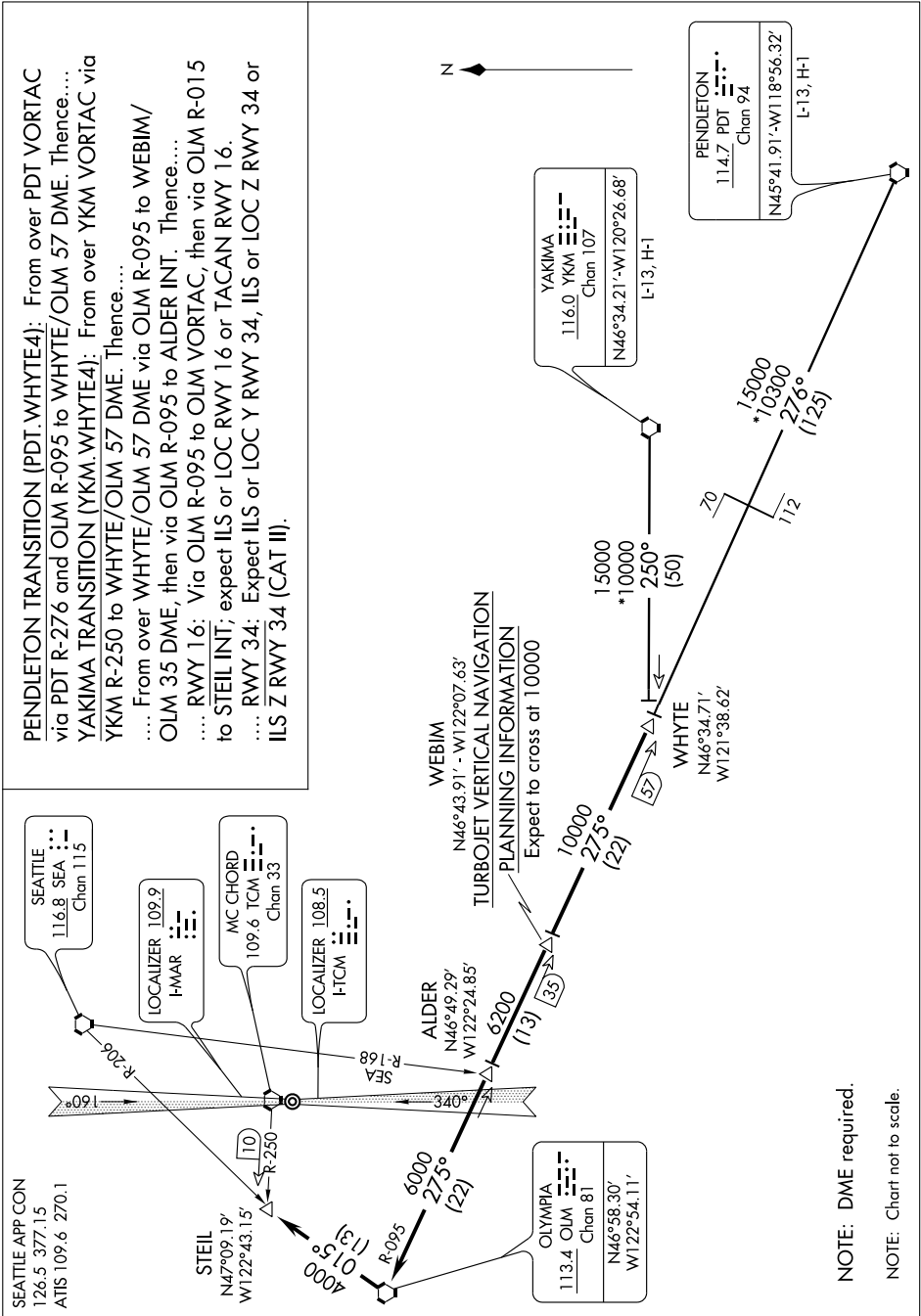


WHYTE FOUR ARRIVAL

ST-414 (FAA)

McCHORD FIELD
TACOMA, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

WHYTE FOUR ARRIVAL

TACOMA, WASHINGTON
McCHORD FIELD

10210

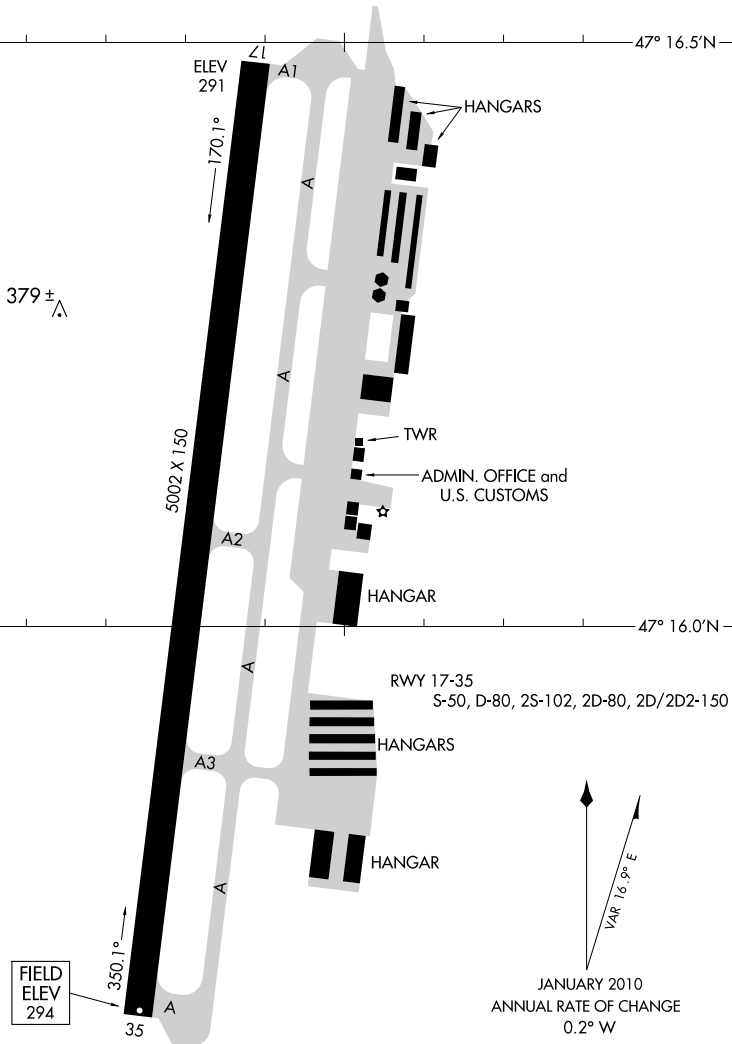
AIRPORT DIAGRAM

AL-5186 (FAA)

TACOMA NARROWS (TIW)

TACOMA, WASHINGTON

ATIS
124.05
TACOMA TOWER ★
118.5 253.5
GND CON
121.8



122° 35'W

122° 34'W

AIRPORT DIAGRAM

10210

TACOMA, WASHINGTON

TACOMA NARROWS (TIW)

NW-1, 23 SEP 2010 to 21 OCT 2010

TACOMA NARROWS (TIW) 4 W UTC-8(-7DT) N47°16.08' W122°34.69'

294 B S4 FUEL 100LL, JET A OX 4 TPA-1294(1000) LRA NOTAM FILE TIW
 RWY 17-35: H5002X150 (ASPH-AFSC) S-50, D-80, 2S-102, 2D-80, 2D/2D2-150 MIRL

RWY 17: MALSR. PAPI(P4R)—GA 3.0°. TCH 50'. Rgt tfc.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 51'. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0600Z±. Deer on and in vicinity of arpt. Noise sensitive arpt, for noise abatement and tfc procedures call arpt manager 253-853-5844. ACTIVATE MALSR Rwy 17 and PAPI Rwy 17—CTAF. For customs call 253-593-6338 ext #2. Landing fee.

WEATHER DATA SOURCES: ASOS (253) 858-6507. LAWRS

COMMUNICATIONS: CTAF 118.5 ATIS 124.05 UNICOM 122.95

Ⓡ SEATTLE APP/DEP CON 120.1

TOWER 118.5 (1600-0400Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1600-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.26' W122°28.59' 310° 8.9 NM to fld. 284/22E. No NOTAM MP Tue, Thu 0700-1600Z±.

GRAYE NDB (MHW) 216 GRF N47°08.99' W122°36.27' 349° 7.2 NM to fld. NOTAM FILE SEA. Unmonitored when ATCT closed.

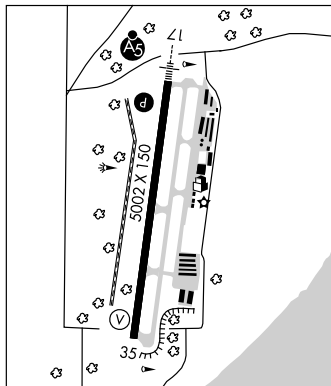
ILS 109.1 I-TIW Rwy 17. Class IA. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

SEATTLE

H-1B, L-1D

IAP, AD

**TATOOSH** N48°17.99' W124°37.62'. NOTAM FILE SEA.

(H) VORTACW 112.2 TOU Chan 59 151° 21.9 NM to Quillayute. 1652/22E. HIWAS.

RCD 122.25 (SEATTLE RADIO)

SEATTLE

H-1B, L-1D

TEKOA**WILLARD FLD** (73S) 2 NE UTC-8(-7DT) N47°14.13' W117°02.63'

SEATTLE

2520 B FUEL 100LL NOTAM FILE SEA

RWY 04-22: H2261X40 (ASPH) MIRL

RWY 04: Thld displcd 190'. Tree.

RWY 22: Thld displcd 240'. Road.

AIRPORT REMARKS: Unattended. Self service fuel with credit card. Parachute Jumping. Grass areas not avbl for acft ops. ACTIVATE MIRL Rwy 04-22-122.8.

COMMUNICATIONS: CTAF 122.9

TIETON STATE (See RIMROCK)**TOLEDO****ED CARLSON MEMORIAL FLD-SOUTH LEWIS CO** (TDO) 3 N UTC-8(-7DT)

SEATTLE

N46°28.63' W122°48.39'

L-1C

374 B S4 FUEL 100 NOTAM FILE TDO

RWY 05-23: H4479X150 (ASPH) S-25 MIRL

RWY 05: REIL. SAVASI(S2L)—GA 3.0° TCH 40'. Windcone.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

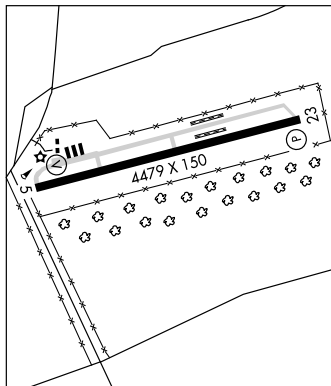
AIRPORT REMARKS: Unattended. 24 hr credit card fuel facility. Parachute Jumping. Radio controlled acft adjacent Rwy 05-23 400' and blo. Distance to go markers S side of rwy. ACTIVATE MIRL Rwy 05-23 and REIL Rwy 05 and Rwy 23—CTAF. SAVASI Rwy 05 and PAPI Rwy 23 opr 24 hrs.

COMMUNICATIONS: CTAF 122.9

SEATTLE CENTER APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30' W122°54.11' 153° 29.9 NM to fld. 200/19E. HIWAS.

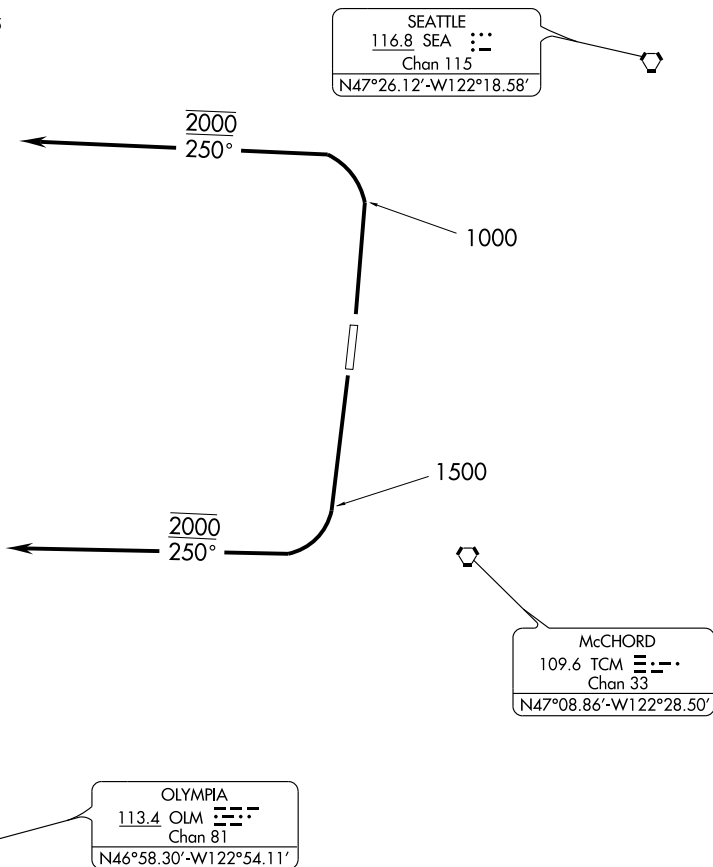


NARROWS ONE DEPARTURE

SL-5186 (FAA)

TACOMA NARROWS (TIW)
TACOMA, WASHINGTON

ATIS 124.05
GND CON 121.8
TACOMA TOWER
118.5 (CTAF) 253.5
SEATTLE DEP CON
120.1 290.9



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb runway heading until leaving 1500, turn right heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure.

Expect radar vectors to assigned route

TAKE-OFF RUNWAY 35: Climb runway heading until leaving 1000, turn left heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure.

Expect radar vectors to assigned route.

LOST COMMUNICATIONS: If no transmissions are received for 3 minutes after departure, climb to filed altitude direct SEA VORTAC, thence via assigned route.

NDB GRF 216	APP CRS 349°	Rwy Idg TDZE Apt Elev	5002 292 292
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NDB RWY 35

TACOMA NARROWS (TIW)

▼ When control tower closed, obtain local altimeter setting on UNICOM; when not received, use McChord Field altimeter setting. Circling NA east of Rwy 17-35.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold.

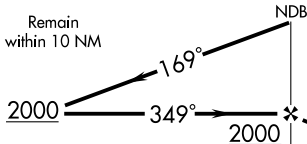
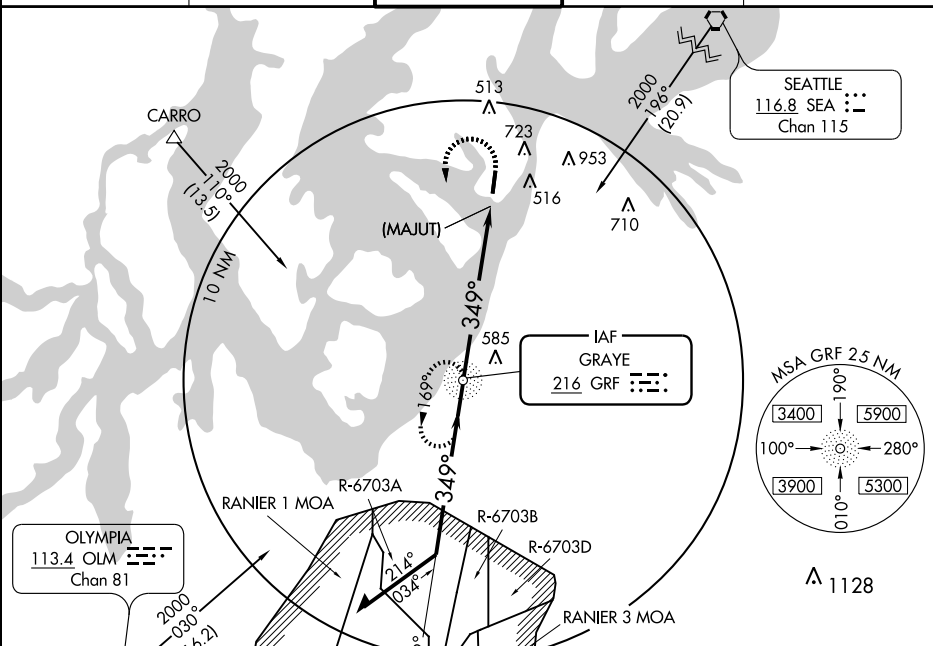
ATIS
124.05

SEATTLE APP CON
120.1 290.9

TACOMA TOWER★
118.5 (CTAF) 0 253.5

GND CON
121.8

UNICOM
122.95

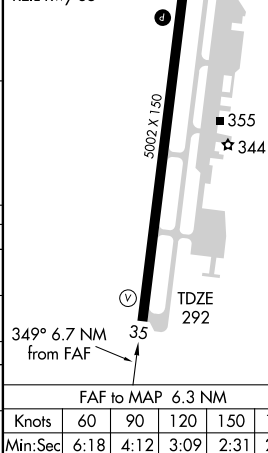


VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
S-35	1000-1	708 (800-1)	1000-2 708 (800-2)	1000-2 ¼ 708 (800-2 ¼)
CIRCLING	1000-1	708 (800-1)	1000-2 708 (800-2)	1000-2 ¼ 708 (800-2 ¼)
McCHORD FIELD ALTIMETER SETTING MINIMUMS				
S-35	1020-1	728 (800-1)	1020-2 728 (800-2)	1020-2 ¼ 728 (800-2 ¼)
CIRCLING	1020-1	728 (800-1)	1020-2 728 (800-2)	1020-2 ¼ 728 (800-2 ¼)




ELEV 292

MIRL Rwy 17-35
REIL Rwy 35

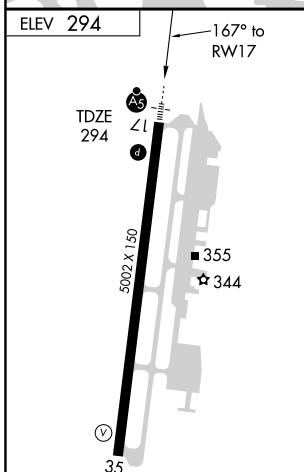
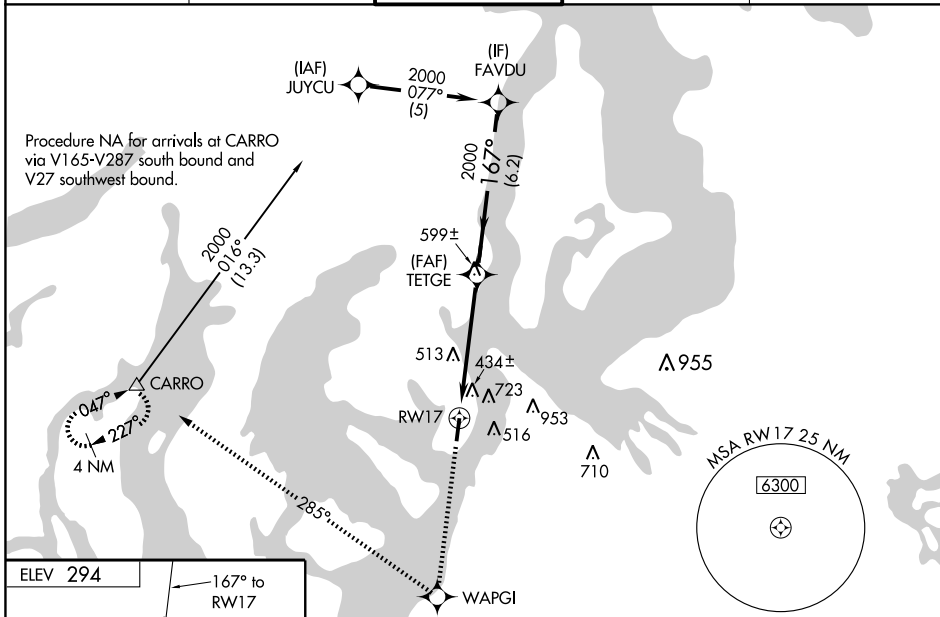


WAAS CH 82608 W17A	APP CRS 167°	Rwy Idg 5002 TDZE 294 Apt Elev 294
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RNAV (GPS) RWY 17

 Inoperative table does not apply to LNAV Cats A and B.  Circling NA east of Rwy 17/35. Baro-VNAV NA when using McChord Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McChord Field altimeter setting and increase all DA/MDA 40 feet.		MISSED APPROACH: Climb to 4000 direct WAPGI and right turn via 285° track to CARRO and hold, continue climb-in-hold to 4000.
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ATIS 124.05	SEATTLE APP CON 120.1 290.9	TACOMA TOWER ★ 118.5 (CTAF) 0 253.5	GND CON 121.8	UNICOM 122.95
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WAAS CH 50312 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	5002 294 294
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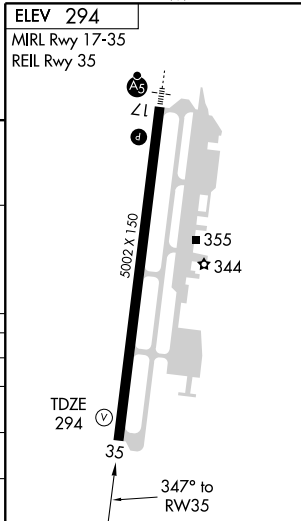
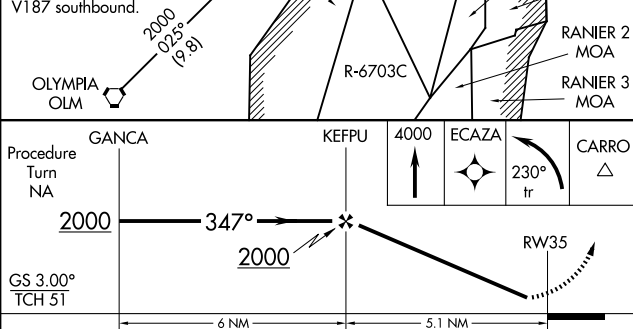
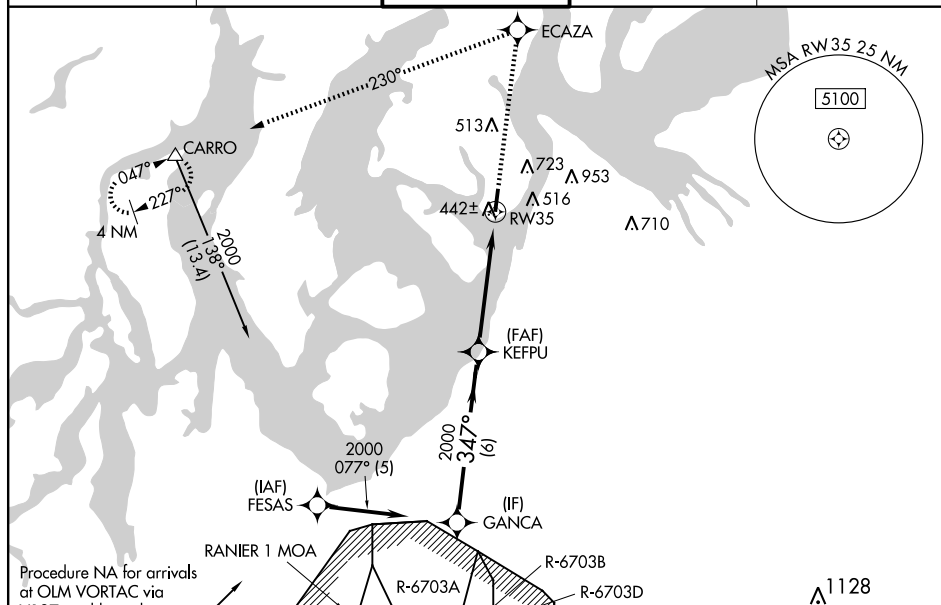
RNAV (GPS) RWY 35

TACOMA NARROWS (TIW)

▼ Baro-VNAV NA when using McChord Field altimeter setting.
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA. Circling NA east of Rwy 17-35.
 When local altimeter setting not received, use McChord Field altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct ECAZA and left turn via 230° track to CARRO and hold, continue climb-in-hold to 4000.

ATIS 124.05	SEATTLE APP CON 120.1 290.9	TACOMA TOWER ★ 118.5 (CTAF) 0 253.5	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	560-1	266 (300-1)		
LNAV/VNAV DA	768-1¾	474 (500-1¾)		
LNAV MDA	840-1 546 (600-1)	840-1½ 546 (600-1½)	840-1¾ 546 (600-1¾)	
CIRCLING	980-1 686 (700-1)	980-2 686 (700-2)	980-2¼ 686 (700-2¼)	

LOC/DME I-VDG <u>111.3</u> Chn 50	APP CRS 099°	Rwy Idg TDZE Apt Elev	N/A N/A 25
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LDA-A
VANCOUVER/PEARSON FIELD (VUO)

T
A_{NA} Use Portland Intl altimeter setting.

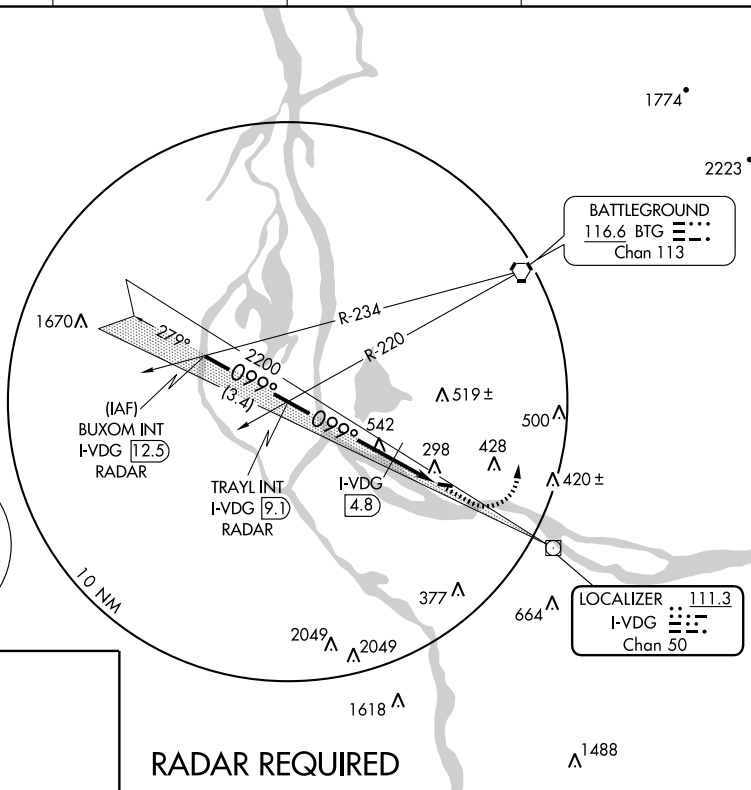
MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct to BTG VORTAC.

ASOS
135.125

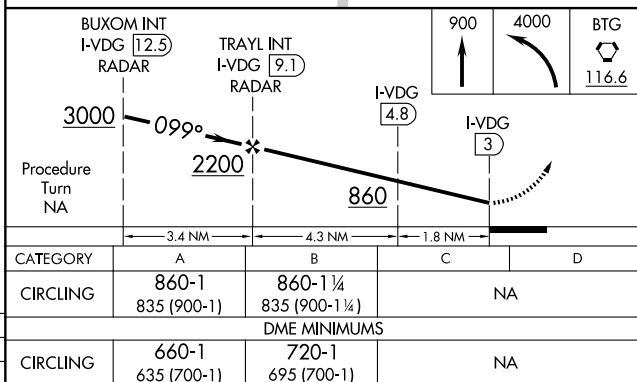
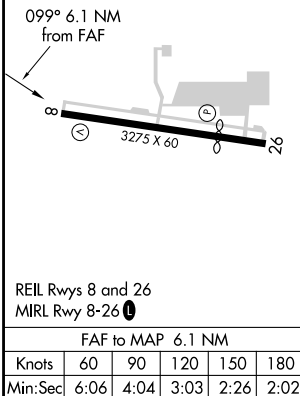
PORTLAND APP CON
124.35 299.2

CLNC DE
121.65

UNICOM
123.0 (CTAF) **L**



RADAR REQUIRED



VANCOUVER, WASHINGTON

Orig 09015

VANCOUVER/PEARSON FIELD (VUO)

45°37'N-122°39'W

LDA-A

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

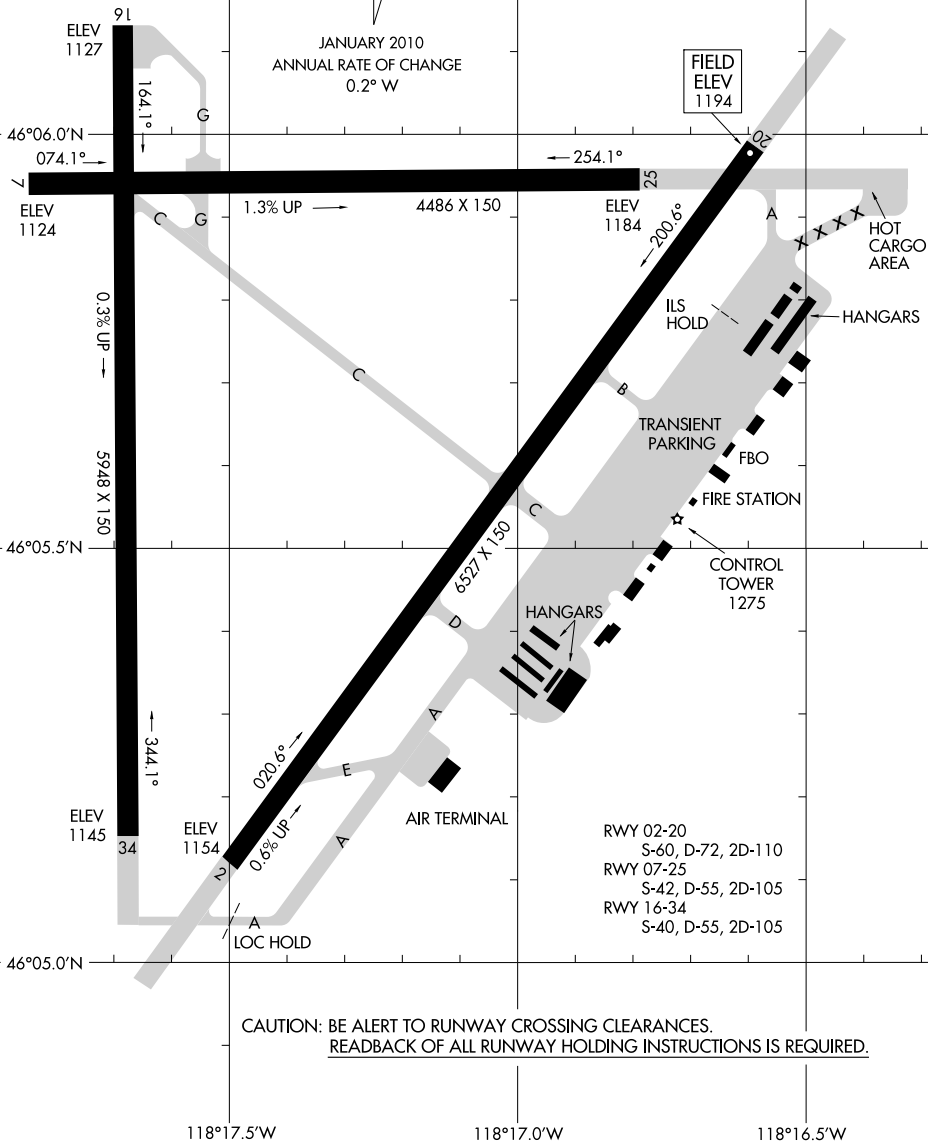
AL-440 (FAA)

WALLA WALLA RGNL (ALW)
WALLA WALLA, WASHINGTON

ASOS
135.875
WALLA WALLA TOWER ★
118.5 289.4
GND CON
121.6 289.4

JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

FIELD
ELEV
1194



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WALLA WALLA, WASHINGTON
WALLA WALLA RGNL (ALW)

WALLA WALLA

PAGE (9W2) 2 S UTC-8(-7DT) N46°00.99' W118°22.23'

SEATTLE

800 NOTAM FILE SEA

RWY 09-27: 2000X25 (TURF)

RWY 09: Hill. Rgt tfc.

RWY 27: P-line.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

WALLA WALLA RGNL (ALW) 3 NE UTC-8(-7DT) N46°05.69' W118°17.34'

SEATTLE

1194 B S4 FUEL 100LL, JET A OX 2 Class I, ARFF Index A NOTAM FILE ALW

H-1C, L-13A

RWY 02-20: H6527X150 (ASPH-GRVD) S-60, D-72, 2D-110 HIRL 0.6% up NE

IAP, AD

RWY 02: REIL, PAPI(P4L)—GA 3.0° TCH 45'.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 16-34: H5948X150 (ASPH-CONC) S-40, D-55,
2D-105 0.3% up SE

RWY 16: Ground.

RWY 07-25: H4486X150 (ASPH-CONC) S-42, D-55,
2D-105 1.3% up E.

AIRPORT REMARKS: Attended 1430-0300Z†. Self svc credit card fueling facility located 600' N of tower. For svc after hours call 509-529-4243. ARFF services avbl during scheduled air carrier opr. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509-525-3100. Rwy 07-25 CLOSED to scheduled air carrier opr. Rwy 16-34 CLOSED to scheduled air carrier opr. Rwy 07-25 large cracks and surface variations may impair directional control. Rwy 16-34 large cracks and surface variations. When twr clsd ACTIVATE MALSR Rwy 20, REIL Rwy 02, HIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 135.875 (509) 525-3014.

COMMUNICATIONS: CTAF 118.5

RCO 122.3 (SEATTLE RADIO)

® CHINOOK APP/DEP CON 133.15 (1400-0600Z†).

® SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z†).

TOWER 118.5 (1430-0300Z†) GND CON 121.6

AIRSPACE: CLASS D svc 1430-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALW.

(L) VORW/DME 116.4 ALW Chan 111 N46°05.22' W118°17.55' at fld. 1179/20E.

VOR/DME portions unusable:

010°-065° byd 31 NM blo 12,500'

095°-140° byd 20 NM blo 13,500'

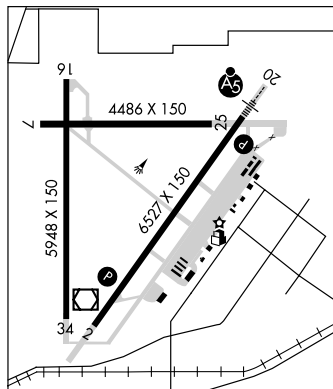
065°-095° byd 20 NM blo 14,500'

DME portion unusable: 140°-145° byd 20 NM blo 11,500'

TRINA NDB (LOM) 353 AL N46°10.53' W118°11.78' 199° 6.2 NM to fld.

LS 111.7 I-ALW Rwy 20. Class IE. LOM TRINA NDB.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



WALLULA N46°01.36' W118°51.52'

SEATTLE

RCO 122.6 (MC MINNVILLE RADIO)

L-13A

LOC I-ALW 111.7	APP CRS 196°	Rwy Idg TDZE Apt Elev	6527 1194 1194
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ILS or LOC/DME Z RWY 20

WALLA WALLA RGNL (ALW)

▼ DME required. When local altimeter setting not received, use Pendleton altimeter setting and increase all DA and all MDA 120 feet, increase S-LOC 20 Cat A visibility ¼ mile and Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile and Cat C visibility ½ mile. When using Pendleton altimeter setting, S-LOC 20 and Circling Cat D minimums NA. # RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, when using Pendleton altimeter setting, increase S-ILS 20 all Cals visibility to 5000 RVR. DME from ALW VOR/DME. Simultaneous reception of I-ALW and ALW VOR/DME required.

MALSR



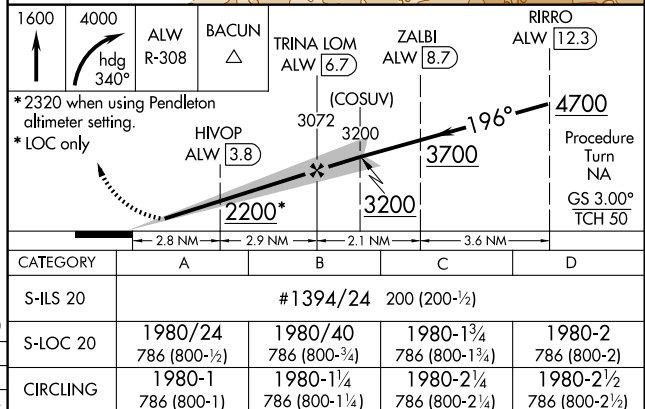
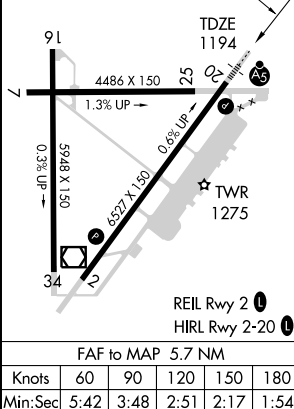
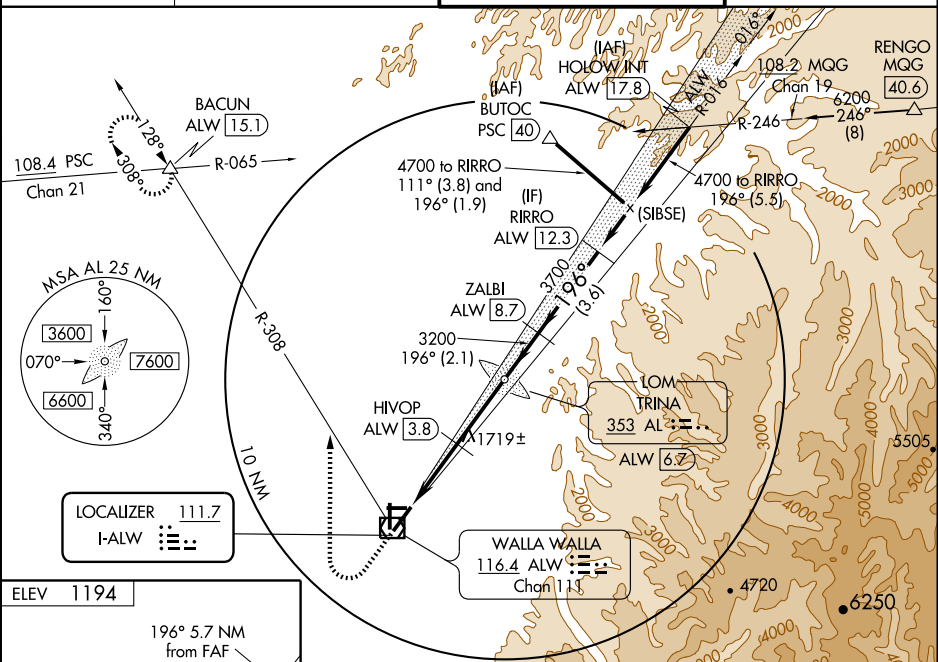
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 heading 340° and ALW VOR/DME R-308 to BACUN INT/ALW 15.1 DME and hold.

ASOS
135.875

CHINOOK APP CON ★
133.15 379.15

WALLA WALLA TOWER ★
118.5 (CTAF) 0 289.4

GND CON
121.6 289.4



LOC I-ALW **111.7**
APP CRS **196°**
Rwy Idg **6527**
TDZE **1194**
Apt Elev **1194**

ILS or LOC Y RWY 20

WALLA WALLA RGNL (ALW)

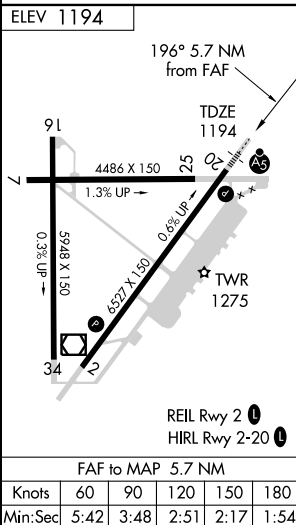
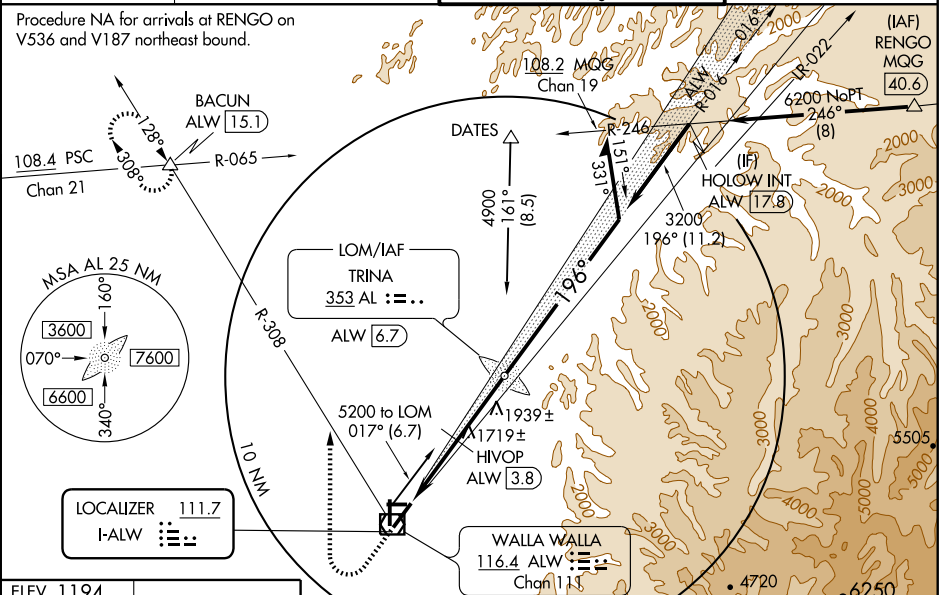
▼ When local alimeter setting not received, use Pendleton alimeter setting and increase all DA and all MDA 120 feet. Increase HIVOP DME fix S-LOC 20 Cat A visibility ¼ mile, and Circling Cat A visibility ½ mile and Cat C visibility ½ mile. Cat D NA when using Pendleton alimeter setting.
RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, when using Pendleton alimeter setting increase S-ILS 20 all Cals visibility ½ mile. Inoperative table does not apply to S-LOC 20 Cat A visibility when using Pendleton alimeter setting.



MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 heading 340° and ALW VOR/DME R-308 to BACUN INT/ALW 15.1 DME and hold.

ASOS **135.875** CHINOOK APP CON ★ **133.15 379.15** WALLA WALLA TOWER ★ **118.5 (CTAF) 0 289.4** GND CON **121.6 289.4**

Procedure NA for arrivals at RENO on V536 and V187 northeast bound.



1600	4000	ALW R-308	BACUN △	TRINA LOM ALW 6.7	6000	016°	3800	Remain within 10 NM
↑	hdg 340°					(COSUV)		
* LOC only								
* 2320 when using Pendleton altimeter setting.								
		HIVOP ALW 3.8		3072	3200	196°	3200	GS 3.00° TCH 50
		2.8 NM	2.9 NM					
CATEGORY	A		B		C		D	
S-ILS 20			#1394/24		200 (200-½)			
S-LOC 20	2200/40 1006 (1100-¾)	2200/50 1006 (1100-1)			2200-2½	1006 (1100-2½)		
CIRCLING	2200-1¼ 1006 (1100-1¼)	2200-1½ 1006 (1100-1½)			2200-3	1006 (1100-3)		
HIVOP DME FIX MINIMUMS								
S-LOC 20	1980/24 786 (800-½)	1980/40 786 (800-¾)	1980-1¾ 786 (800-1¾)	1980-2 786 (800-2)				
CIRCLING	1980-1 786 (800-1)	1980-1¼ 786 (800-1¼)	1980-2¼ 786 (800-2¼)	1980-2½ 786 (800-2½)				

LOM AL 353	APP CRS 196°	Rwy Idg TDZE Apt Elev	6527 1194 1194
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NDB RWY 20

WALLA WALLA RGNL (ALW)

▼
▲ Cat. A and B S-20 visibility increased
½ mile for inoperative ALSF-1.

MALSR

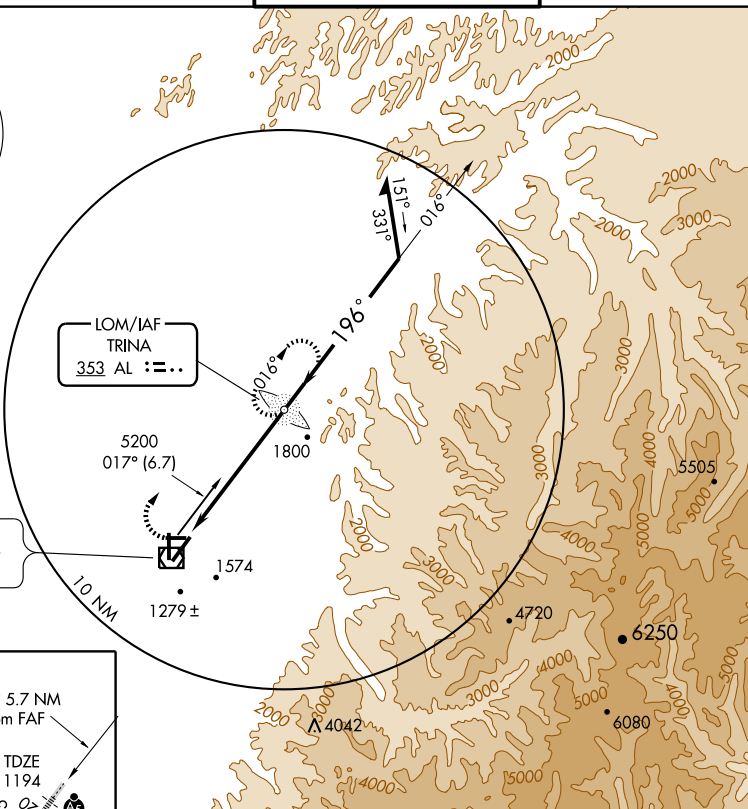
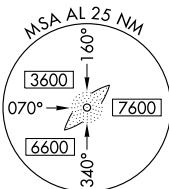
MISSED APPROACH: Climbing right turn
to 3700 direct TRINA LOM and hold.

ASOS
135.875

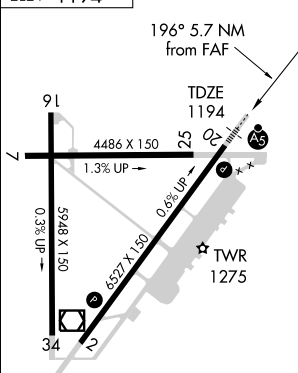
CHINOOK APP CON ★
133.15 379.15

WALLA WALLA TOWER ★
118.5 (CTAF) 0 289.4

GND CON
121.6 289.4



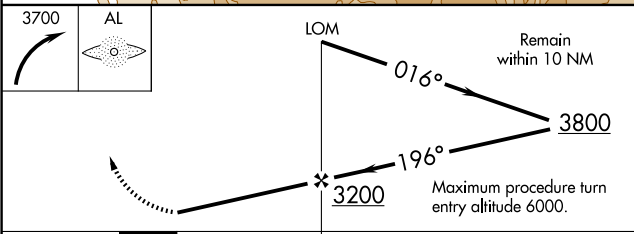
ELEV 1194



REIL Rwy 2 **0**
HIRL Rwy 2-20 **0**

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-20	2200/40 1006 (1100-¾)	2200/50 1006 (1100-1)	2200-2½ 1006 (1100-2½)	2200-2¾ 1006 (1100-2¾)
CIRCLING	2200-1¼ 1006 (1100-1¼)	2200-1½ 1006 (1100-1½)	2200-3 1006 (1100-3)	

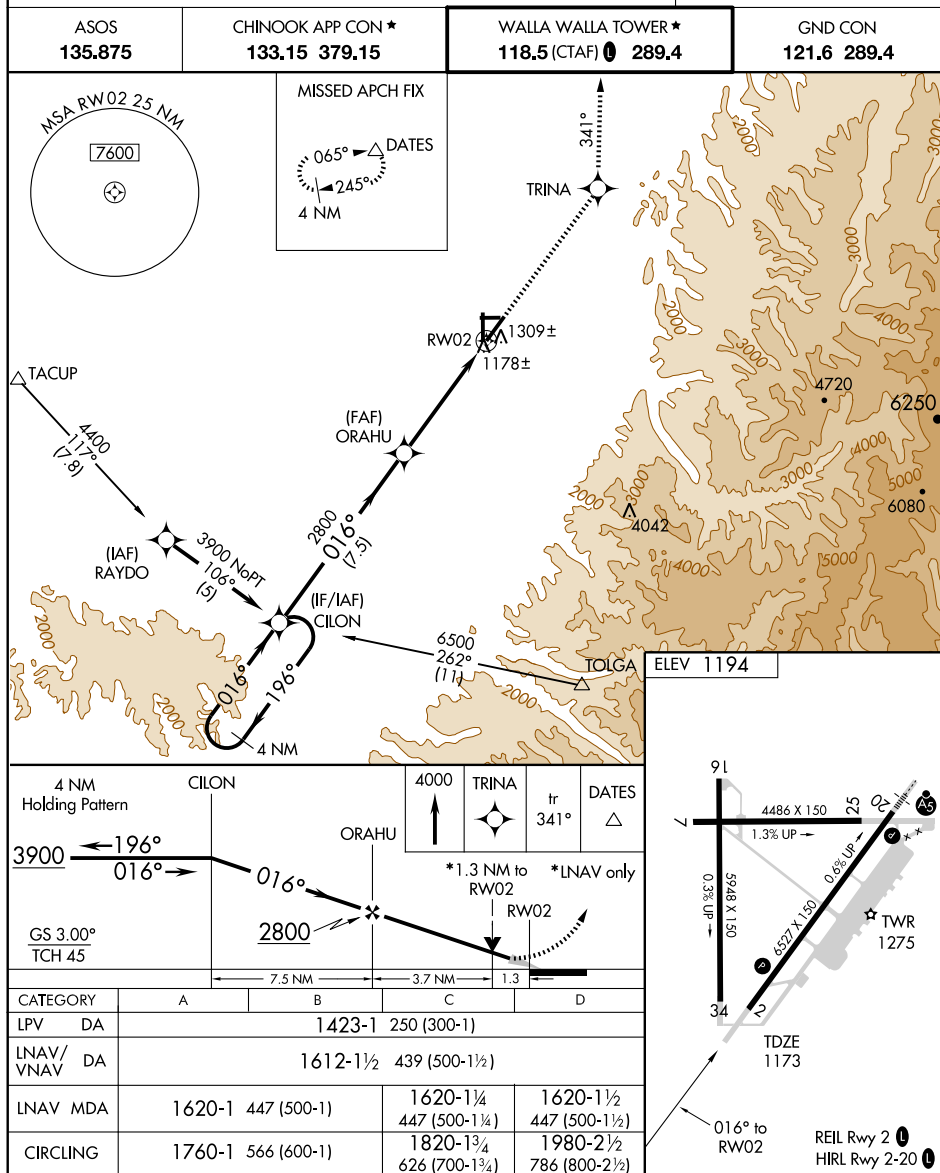
WAAS CH 72805 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	6527 1173 1194
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RNAV (GPS) RWY 2

WALLA WALLA RGNL (ALW)

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
- ▲ When local altimeter setting not received, use Pendleton altimeter setting and increase all DAs/MDAs 120 feet and LPV visibilities ½ mile, LNAV/VNAV visibilities ½ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cat C/D visibility ½ mile. VDP and Baro-VNAV NA when using Pendleton altimeter setting.

MISSED APPROACH: Climb to 4000 direct TRINA and via 341° track to DATES and hold.



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 90299 W20A	APP CRS 196°	Rwy Idg TDZE Apt Elev	6527 1194 1194
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RNAV (GPS) RWY 20

WALLA WALLA RGNL (A.L.W)

▼ DME/DME RNP-0.3 NA.
▲ Baro-VNAV NA below -17°C (2°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 4000.

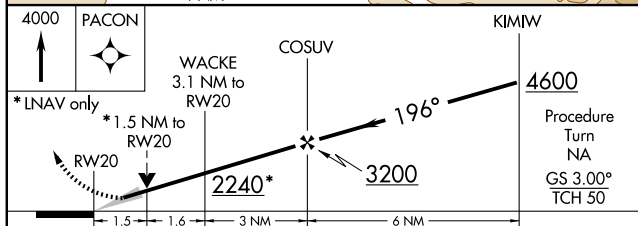
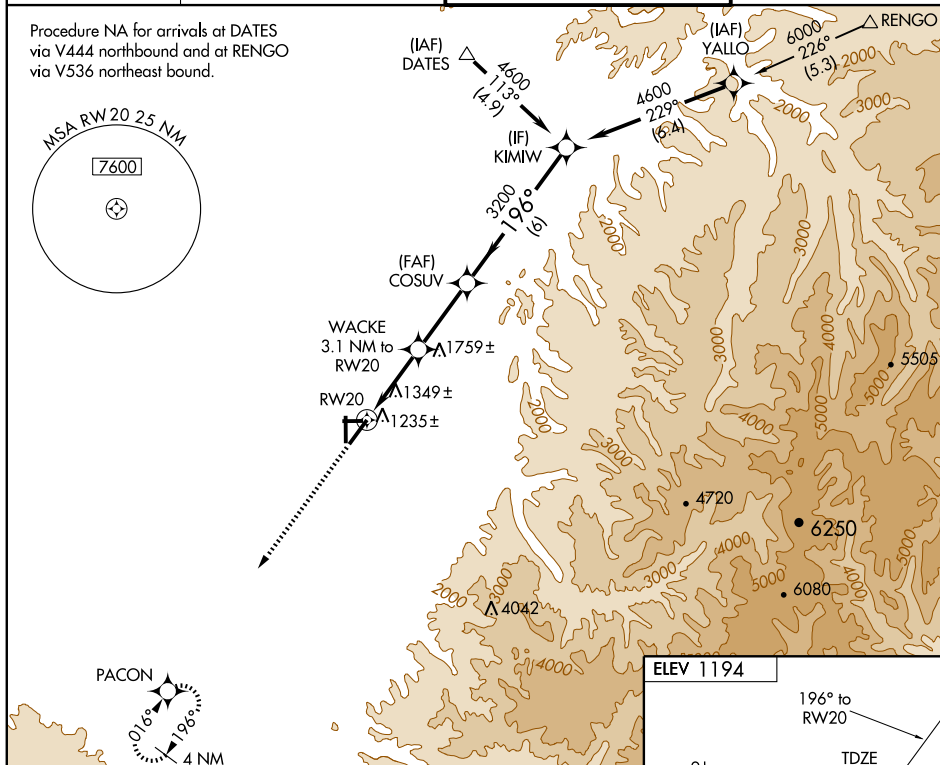
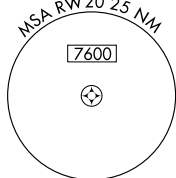
MALSR



MISSED APPROACH: Climb to
4000 direct PACON and hold.

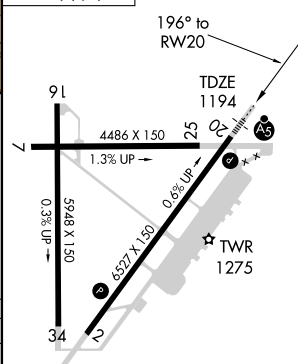
ASOS 135.875	CHINOOK APP CON ★ 133.15 379.15	WALLA WALLA TOWER ★ 118.5 (CTAF) 0 289.4	GND CON 121.6 289.4
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Procedure NA for arrivals at DATES
via V444 northbound and at RENG0
via V536 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1444/24		250 (300-½)	
LNAPV/ VNAV DA	1694/60		500 (500-1¼)	
LNAPV MDA	1720/24 526 (600-½)		1720/50 526 (600-1)	1720/60 526 (600-1¼)
CIRCLING	1760-1¾ 566 (600-1¾)		1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)

ELEV 1194



REIL Rwy 2 0

HIRL Rwy 2-20 0

WALLA WALLA, WASHINGTON

Orig-A 09239

46°06'N - 118°17'W

WALLA WALLA RGNL (A.L.W)

RNAV (GPS) RWY 20

VOR/DME ALW <u>116.4</u> Chan 111	APP CRS 015°	Rwy Idg 6527 TDZE 1175 Apt Elev 1194
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VOR/DME RWY 2
WALLA WALLA RGNL (ALW)



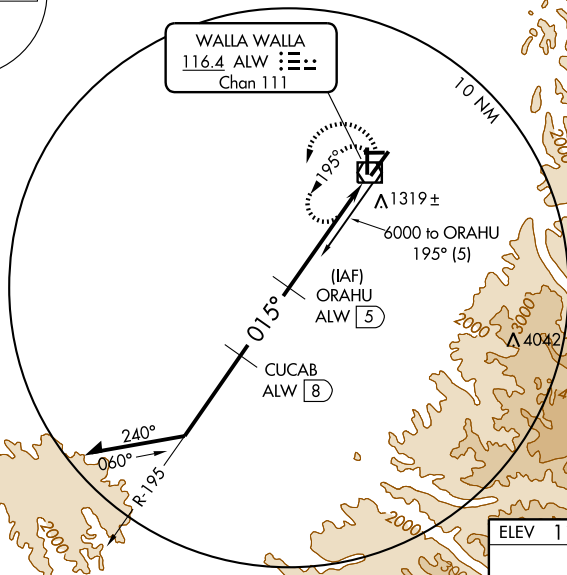
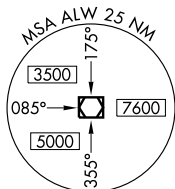
MISSED APPROACH: Climbing left turn to 3300 via ALW VOR/DME R-195 within 10 DME then turn right direct ALW VOR/DME and hold.

ASOS
135,875

CHINOOK APP CON ★
133.15 379.15

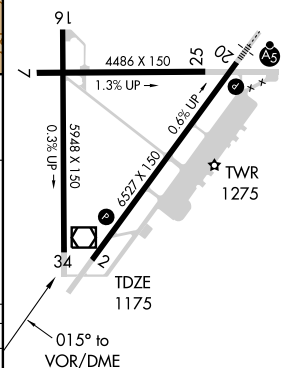
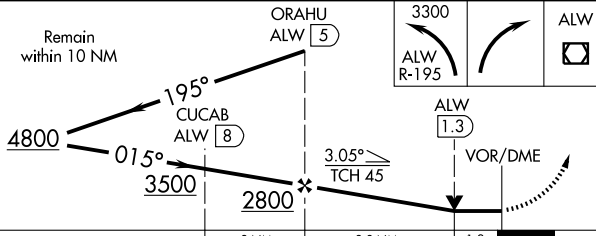
WALLA WALLA TOWER ★
118.5 (CTAF) **L** 289.4

GND CON
121.6 289.4



ELEV 1194

Remain
within 10 NM



CATEGORY	A		B		C		D	
S-2	1580-1	405 (400-1)			1580-1¼	405 (400-1¼)		
CIRCLING	1760-1	566 (600-1)			1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)		

REIL Rwy 2 **L**
HIRL Rwy 2-20 **L**

WALLA WALLA, WASHINGTON
Orig-B 11FEB10

46°06'N-118°17'W

WALLA WALLA RGNL (ALW)
VOR/DME RWY 2

NW-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME ALW 116.4 Chan 111	APP CRS 154°	Rwy Idg TDZE Apt Elev	5948 1136 1194
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VOR RWY 16

WALLA WALLA RGNL (ALW)

▼
▲ NA Straight-in/circling to Rwy 16 NA at night.
Inoperative table does not apply.

MISSED APPROACH: Climbing right turn to 3000
via ALW VOR/DME R-195 within 10 DME then
right turn direct ALW VOR/DME and hold.

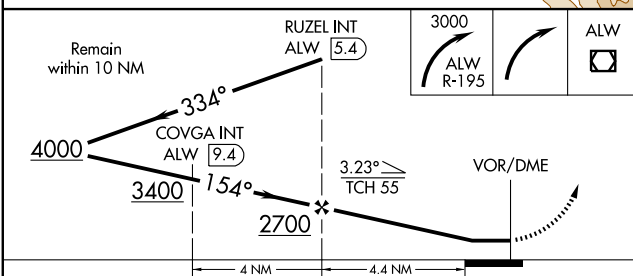
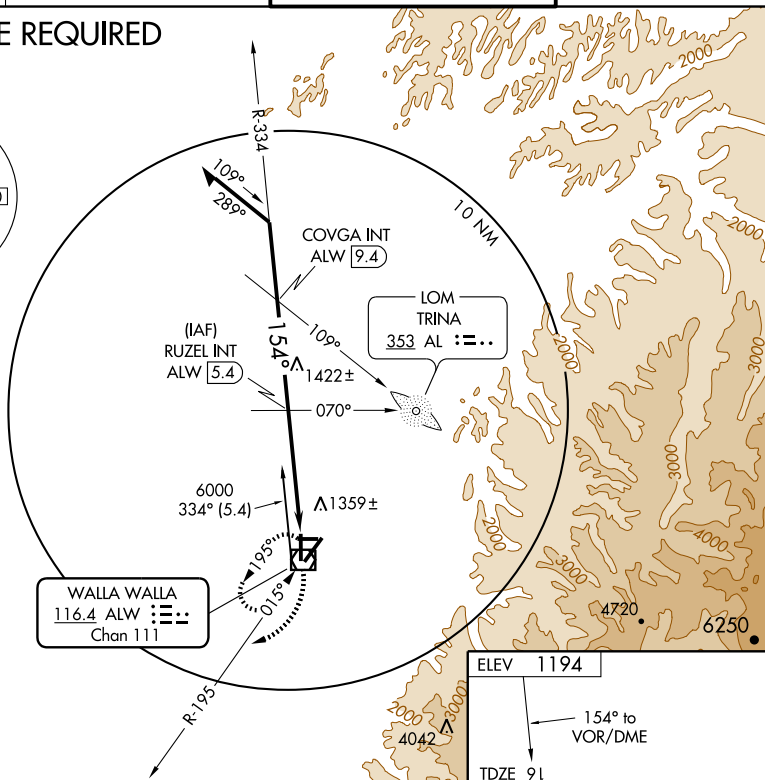
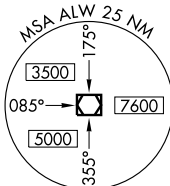
ASOS
135.875

CHINOOK APP CON ★
133.15 379.15

WALLA WALLA TOWER ★
118.5 (CTAF) 0 289.4

GND CON
121.6 289.4

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-16	1620-1	484 (500-1)	1620-1¼ 484 (500-1¼)	1620-1½ 484 (500-1½)
CIRCLING	1760-1	566 (600-1)	1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)

WALLA WALLA, WASHINGTON
Amdt 12A 11FEB10

46°06'N-118°17'W

WALLA WALLA RGNL (ALW)
VOR RWY 16

WALLA WALLA GND CON
121.6 289.4
WALLA WALLA TOWER ★
118.5 (CTAF) 289.4
CHINOOK APP CON ★
133.15 379.15

MOSES LAKE
115.0 MWH
Chan 97
N47°12.65'-W119°19.01'
L-13, H-1

SPOKANE
115.5 GEG
Chan 102
N47°33.90'-W117°37.61'
L-13, H-1

PULLMAN
109.0 PUW
Chan 27
N46°40.46'-W117°13.41'
L-13, H-1

YAKIMA
116.0 YKM
Chan 107
N46°34.22'-W120°26.68'
L-13, H-1

PASCO
108.4 PSC
Chan 21
N46°15.78'-W119°06.94'
L-13

NEZ PERCE
108.2 MQG
Chan 19
N46°22.89'-W116°52.17'
L-13

WALLA WALLA
116.4 ALW
Chan 111
N46°05.22'-W118°17.55'
L-13

PENDLETON
114.7 PDT
Chan 94
N45°41.91'-W118°56.32'
L-13, H-1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via specified turn and heading for vector to assigned route.

LOST COMMUNICATIONS: If not in contact with Departure Control after reaching 2500' continue climb to assigned altitude and proceed direct to ALW VOR/DME, thence via assigned route.

Note: Air Traffic Control may assign turns and magnetic headings of 195° clockwise through 020° in the initial clearance.

WENATCHEE**PANGBORN MEM** (EAT) 4 E UTC-8(-7DT) N47°23.89' W120°12.34'

SEATTLE

1249 B S4 FUEL 100LL, JET A OX 1, 2 Class I, ARFF Index B NOTAM FILE EAT

H-1C, L-1D, 13A

RWY 12-30: H5700X150 (ASPH-GRVD) S-75, D-100, 2S-97, 2D-250 MIRL

IAP

RWY 12: REIL. PAPI(P4L)—GA 3.6° TCH 50'. Road. Rgt tfc.

RWY 30: RAIL, REIL. PAPI(P2L)—GA 4.3° TCH 45'.

RWY 07-25: H4460X75 (ASPH) S-50, D-77, 2S-97, 2D-136

1.0% up SE

RWY 07: Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-4460 TODA-4460 ASDA-4460 LDA-4460

RWY 12: TORA-5700 TODA-5700 ASDA-5700 LDA-5700

RWY 25: TORA-4460 TODA-4460 ASDA-4460 LDA-4460

RWY 30: TORA-5700 TODA-5700 ASDA-5700 LDA-5700

AIRPORT REMARKS: Attended continuously. Rwy 07-25 CLOSED to all night operations. CLOSED to air carrier operations. Rwy 07-25 has extensive cracks, vegetation, and surface deterioration. Rwy 12 preferred no wind rwy. 24 hr PPR for unscheduled air carrier operations with more than 30 passenger seats call arpt ops, 509-860-1852. Bird hazard. Glider activity from Mar-Nov. Reflectors on Twys D and F only. ACTIVATE MIRL Rwy 12-30, REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 12 and Rwy 30 opr continuously.

WEATHER DATA SOURCES: ASOS 119.925 (509) 886-4226.

HIWAS 111.0 EAT.

COMMUNICATIONS: CTAF/UNICOM 123.0

BADGER MOUNTAIN RCO 122.3 (SEATTLE RADIO)

WENATCHEE RCO 122.6 (SEATTLE RADIO)

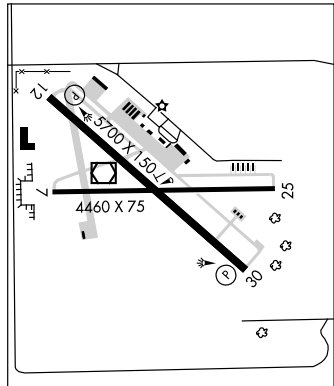
SEATTLE CENTER APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EAT.

WENATCHEE (L) VOR/DME 111.0 EAT Chan 47 N47°23.98' W120°12.65' at fld. 1224/19E. HIWAS.

DME unmonitored.

ILS/DME 109.35 I-ADJ Chan 30(Y) Rwy 12. LOC unusable byd 15 NM blo 5700'.

COMM/NAV/WEATHER REMARKS: HIWAS unavailable.**WESTPORT** (14S) 1 N UTC-8(-7DT) N46°53.82' W124°06.05'

SEATTLE

14 NOTAM FILE SEA

RWY 12-30: H2318X50 (ASPH) MIRL

RWY 12: VASI(V2L). RWY 30: VASI(V2L). Rgt tfc.

AIRPORT REMARKS: Unattended. Large bird nesting area adjacent to Rwy 12-30. Rwy 12-30 soft shoulders.**COMMUNICATIONS:** CTAF 122.9**WHATCOM** N48°56.72' W122°34.76' NOTAM FILE BLI

SEATTLE

(H) VORTACW 113.0 HUH Chan 77 150° 9.3 NM to Bellingham Intl. 83/20E HIWAS

H-1B, L-1E

WHIDBEY AIR PARK (See LANGLEY)

LOC/DME I-ADJ 109.35 Chan 30(Y)	APP CRS 116°	Rwy Idg TDZE Apt Elev 5700 1226 1249
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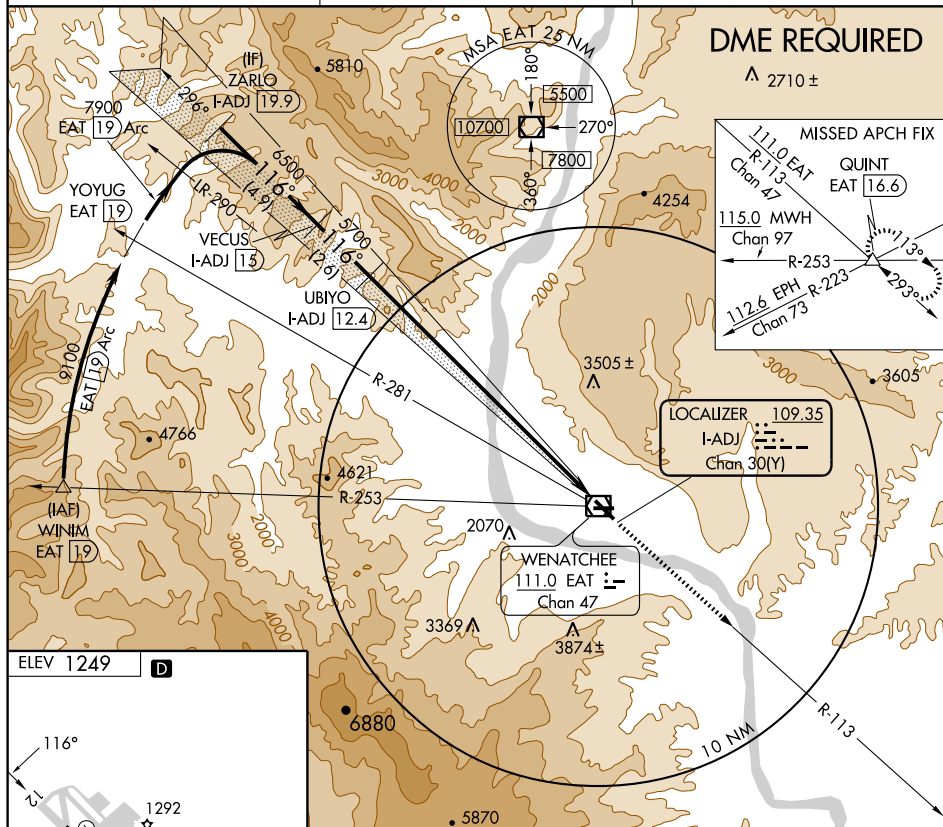
ILS Y RWY 12

WENATCHEE/ PANGBORN MEMORIAL (EAT)

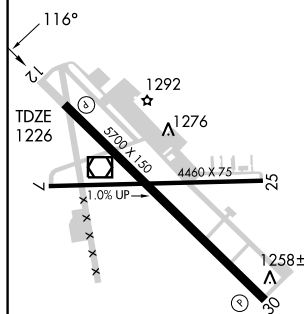


When VGSI inoperative, procedure NA at night.

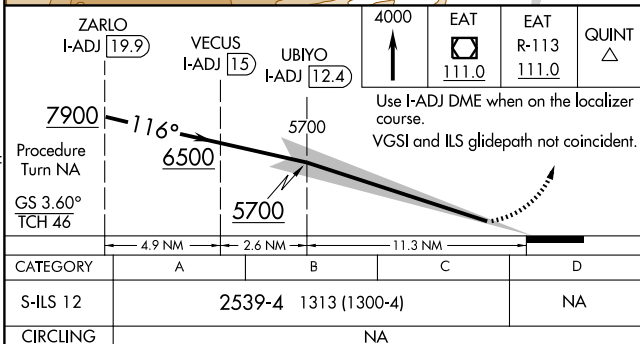
MISSED APPROACH: Climb to 4000 direct EAT VOR/DME and via EAT R-113 to QUINT INT/EAT 16.6 DME and hold.

ASOS
119.925SEATTLE CENTER
126.1 291.6UNICOM
123.0 (CTAF) 0

ELEV 1249

D

RAIL Rwy 30

REIL Rwy 12 and 30 **0**MIRL Rwy 12-30 **0**

WENATCHEE, WASHINGTON

Orig 10098

WENATCHEE/ PANGBORN MEMORIAL (EAT)

47°24'N-120°12'W

ILS Y RWY 12

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS **116°**
Rwy Idg **5700**
TDZE **1226**
Apt Elev **1249**

RNAV (RNP) RWY 12

WENATCHEE/ PANGBORN MEMORIAL (EAT)

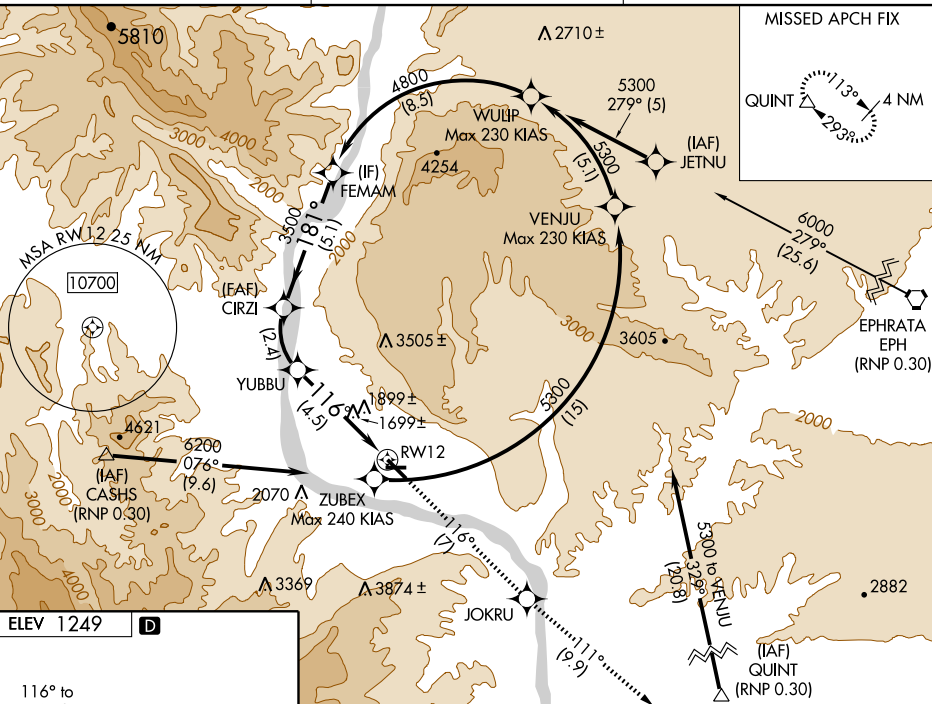
- T** RF and GPS required.
A For uncompensated Baro-VNAV systems, procedure NA below
 -17°C (2°F) or above 46°C (114°F).
 *Missed approach requires minimum climb of 305 feet per NM to 3700.
 **Missed approach requires minimum climb of 295 feet per NM to 3700.

MISSED APPROACH: Climb to 4000 via track 116° to JOKRU and via track 111° to QUINT and hold.

ASOS
119.925

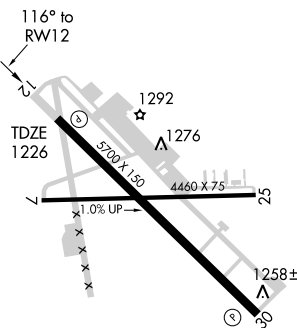
SEATTLE CENTER
126.1 291.6

UNICOM
123.0 (CTAF) 0



ELEV **1249**

D



RAIL Rwy 30
REIL Rws 12 and 30 **0**
MIRL Rwy 12-30 **0**

Procedure	Turn	NA	4000	JOKRU	tr 116°	tr 111°	QUINT
FEMAM	181°	3500	YUBBU	2555	116°		
CIRZI	3500						
GP 3.00°							
TCH 45°							
CATEGORY	A	B	C	D			
RNP 0.10 DA*	1995-2 3/4	769 (800-2 3/4)					
RNP 0.19 DA**	2071-3	845 (900-3)					
RNP 0.19 DA	2368-4	1142 (1200-4)					

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

APP CRS **296°**
Rwy Idg **5700**
TDZE **1232**
Apt Elev **1249**

RNAV (RNP) RWY 30

WENATCHEE/ PANGBORN MEMORIAL (EAT)

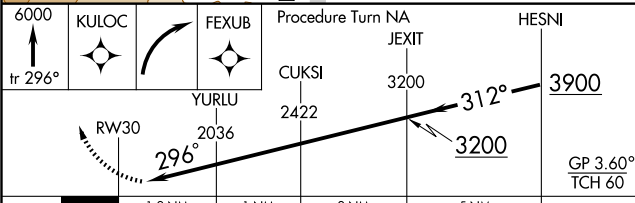
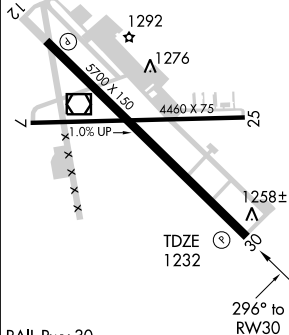
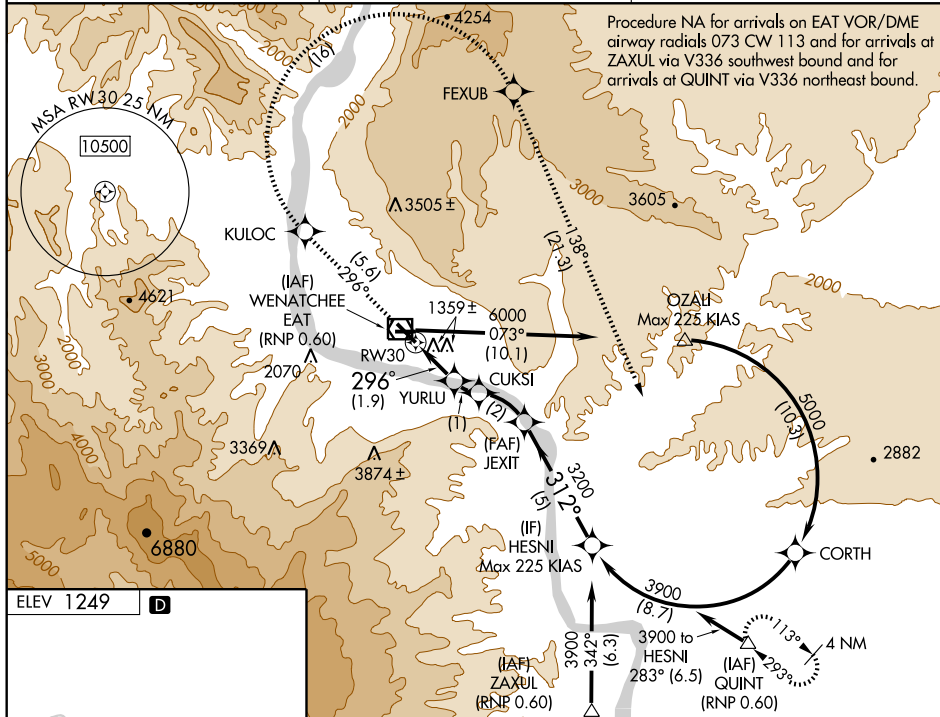
▼ RF and GPS required. When local alimeter setting not received, procedure NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 37°C (98°F).
* Missed approach requires minimum climb of 390 feet per NM to 5700.
** Missed approach requires minimum climb of 380 feet per NM to 5700.
*** Missed approach requires minimum climb of 375 feet per NM to 5700.

MISSED APPROACH: Climb to 6000 via track 296° to KULOC, and via right turn to FEXUB, and via track 138° to QUINT and hold.

ASOS
119.925

SEATTLE CENTER
126.1 291.6

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
RNP 0.14 DA*	1623-1	391 (400-1)		NA
RNP 0.20 DA**	1674-1¼	442 (500-1¼)		NA
RNP 0.30 DA***	1728-1½	496 (500-1½)		NA

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

VOR/DME EAT
111.0
Chgn **47**

APP CRS
100°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	1249

N/A
N/A
1249

VOR/DME-C
WENATCHEE/PANGBORN MEMORIAL (EAT)

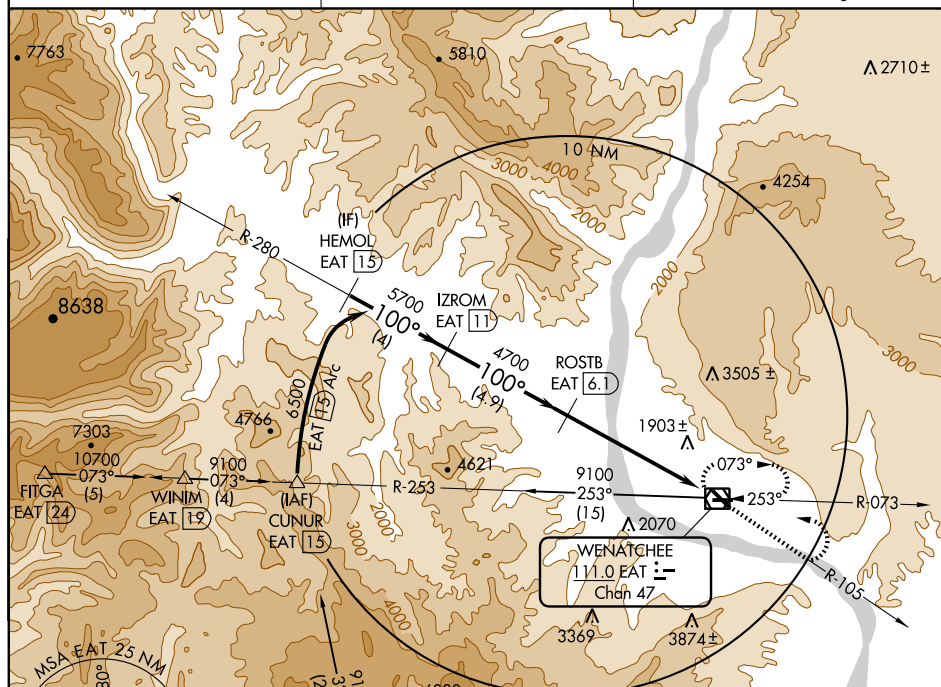
T Circling NA northeast of Rwy 12-30.
A When local altimeter setting not received, use Ephrata altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 5000 via EAT VOR/DME R-105 then climbing left turn to 7500 direct EAT VOR/DME and hold, continue climb-in-hold to 7500.

ASOS
119.925

SEATTLE CENTER
126.1 291.6

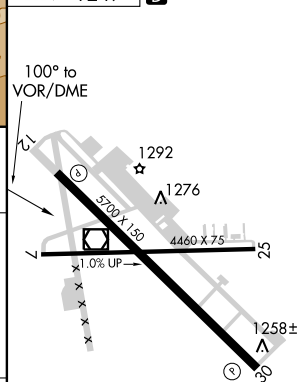
UNICOM
123.0 (CTAF) **L**



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1. 23 SEP 2010 to 21 OCT 2010

ELEV	1249	D
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RAIL Rwy 30
REIL Rwy 12 and 30 (L)
MIRL Rwy 12-30 (L)

HEMOL
EAT 15

IZROM

ROSTB
FAT 61

500	EAT  111.0
-----	---

6500 | $\searrow 100^\circ$

4700

VOR/DME

Procedure

CATEGORY

A
2660-1¼
1411 (1500-1¼)

B
2660-1½
1.411 (1500-1½)

C	D
---	---

WENATCHEE, WASHINGTON
Amdt 4 17DEC09

WENATCHEE / PANGBORN MEMORIAL (EAT)

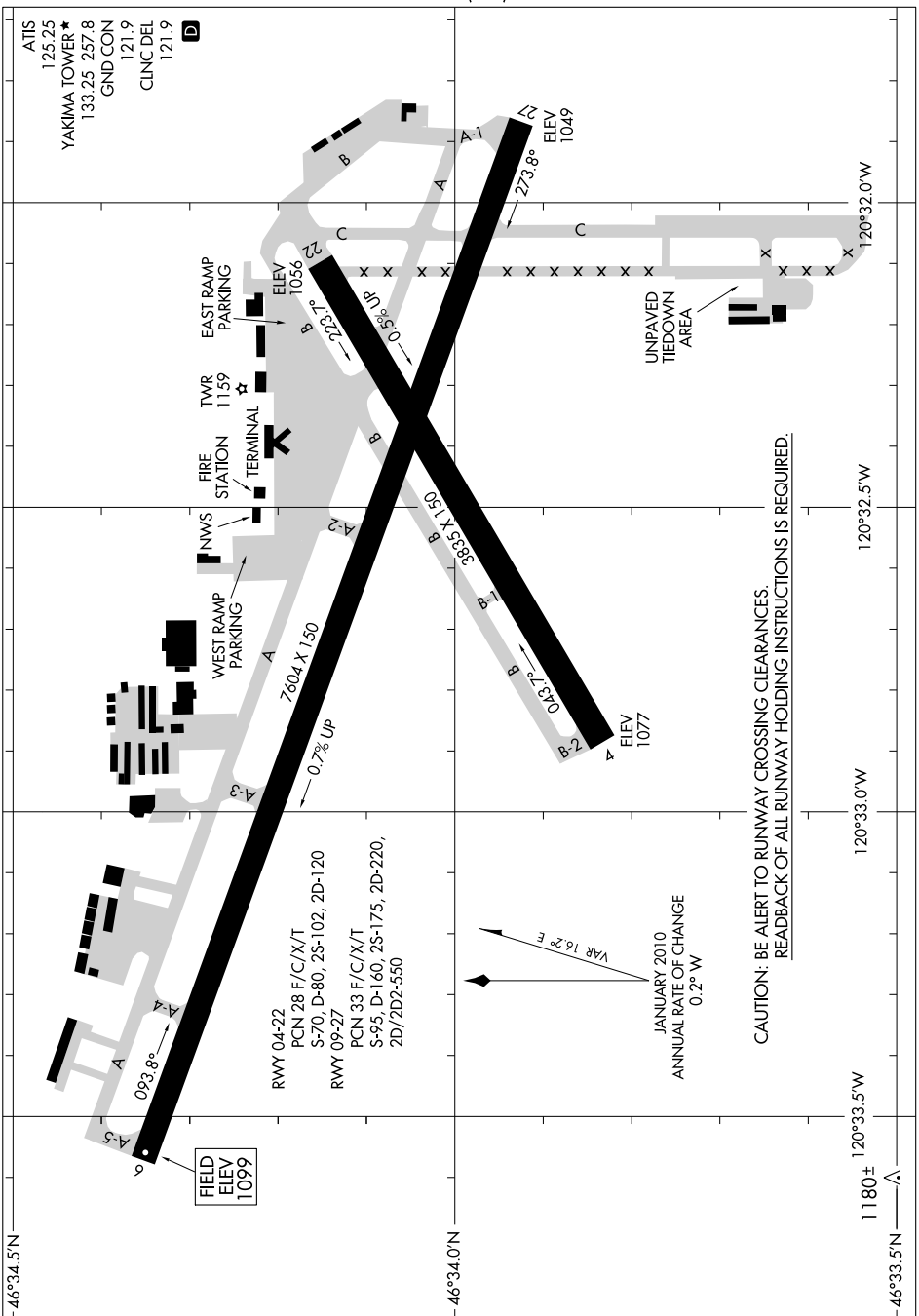
47°24'N-120°12'W

VOR/DME-C

AIRPORT DIAGRAM

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
AL-465 (FAA)
YAKIMA, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
YAKIMA, WASHINGTON

YAKIMA AIR TERMINAL/MCALLISTER FLD

(YKM)(KYKM) P 3 S UTC-8(-7DT)

SEATTLE

N46°34.09' W120°32.64'

H-1C, L-13A

1099 B S4 FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE YKM

IAP, DIAP, AD**RWY 09-27:** H7604X150 (ASPH-PFC) S-95, D-160, 2S-175, 2D-220, 2D/2D2-550 PCN 33 F/C/X/T

HIRL 0.7% up W

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 50'.**RWY 27:** MALSR. PAPI(P4L)—GA 3.0° TCH 59'. Road.**RWY 04-22:** H3835X150 (ASPH-PFC) S-70, D-80, 2S-102, 2D-120 PCN 28 F/C/X/T MIRL 0.5% up SW**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 50'.**RWY 22:** REIL. PAPI(P4L)—GA 3.03° TCH 47'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 04:** TORA-3835 TODA-3835 ASDA-3835 LDA-3835**RWY 09:** TORA-7604 TODA-7604 ASDA-7604 LDA-7604**RWY 22:** TORA-3835 TODA-3835 ASDA-3835 LDA-3835**RWY 27:** TORA-7604 TODA-7604 ASDA-7604 LDA-7604

AIRPORT REMARKS: Attended continuously. Be alert: Birds in/of Yakima River 5 NM east of approach to Rwy 27. Rwy 04-22 some spalling and raveling. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manger 509-575-6149/6014. Twy B from approach end of Rwy 22 to Twy A rstd to acft with wingspans 79' or less. When twr clsd ACTIVATE HIRL Rwy 09-27 and MALSR Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS (509) 248-1502.**COMMUNICATIONS:** CTAF 133.25 ATIS 125.25 UNICOM 122.95

RCO 122.5 (SEATTLE RADIO)

CHINOOK APP/DEP CON 123.8 263.15 (1400-0600Z‡) **SEATTLE CENTER APP/DEP CON** 132.6 269.35 (0600-1400Z‡)**TOWER** 133.25 (1400-0600Z‡) **GND CON** 121.9 **CLNC DEL** 121.9**AIRSPACE:** CLASS D svc 1400-0600Z‡ other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE YKM.**(H) VORTACW** 116.0 YKM Chan 107 N46°34.21' W120°26.68' 247° 4.1 NM to fld. 984/21E.

VOR portion unusable:

350°-080° byd 25 NM blo 9,000'

109°-135° byd 25 NM blo 6,000'

025°-035° byd 5 NM blo 6,000'

135°-180° byd 30 NM blo 7,500'

080°-105° byd 35 NM blo 6,000'

195°-225° byd 30 NM blo 8,500'

105°-107° byd 25 NM blo 6,000'

305°-335° byd 30 NM blo 9,000'

DME unusable:

095°-115° byd 26 NM blo 8,000'

207°-230° byd 20 NM blo 10,000'

095°-115° byd 35 NM

290°-315° byd 20 NM blo 11,000'

115°-207° byd 20 NM blo 8,500'

315°-080° byd 12 NM blo 15,000'

115°-207° byd 36 NM blo 10,000'

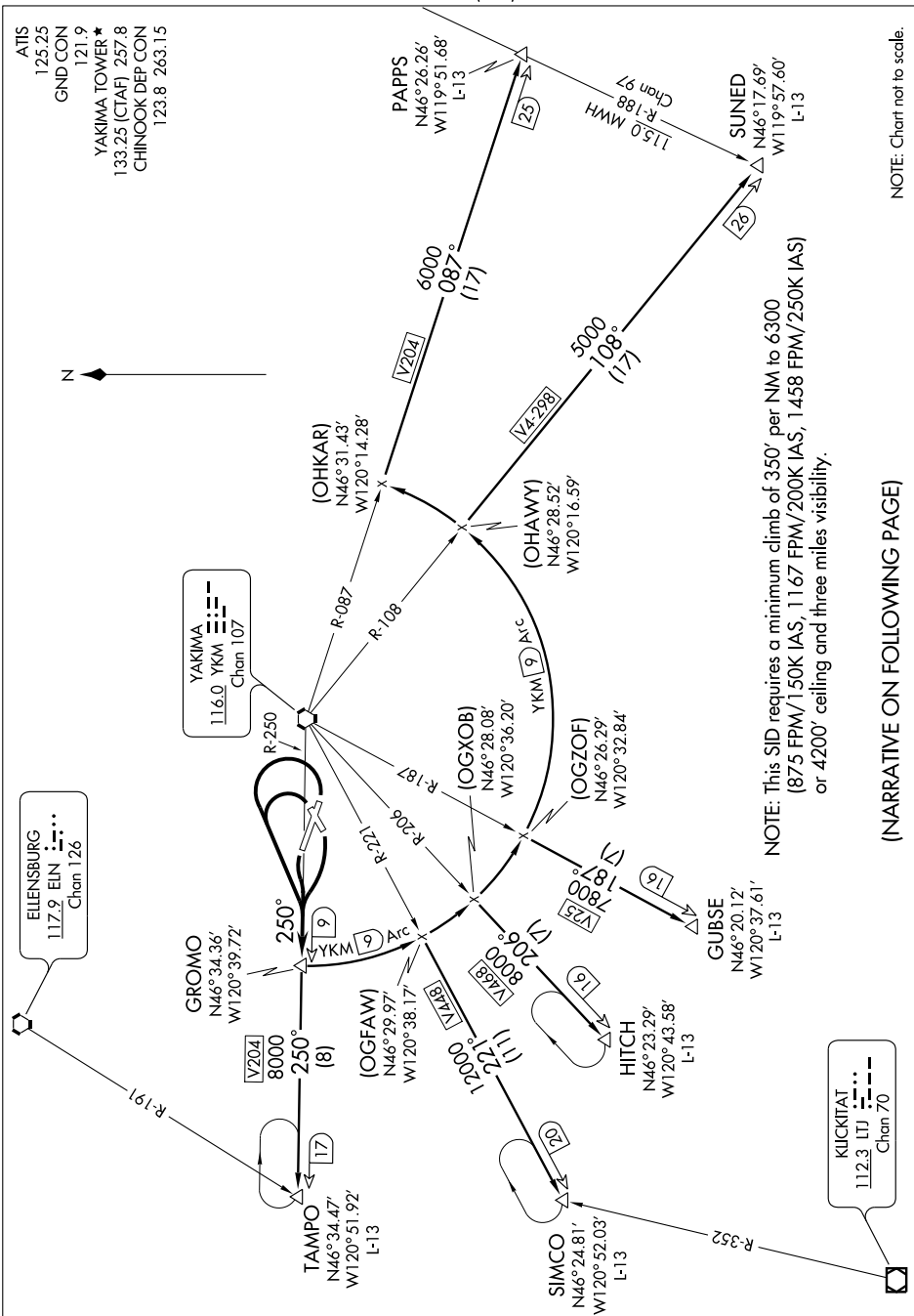
DONNY NDB (LOM) 371 YK N46°31.54' W120°22.33' 274° 7.6 NM to fld. Unmonitored when twr clsd.**ILS** 110.1 I-YKM Rwy 27. LOM DONNY NDB. ILS unmonitored when tower closed.**COMM/NAV/WEATHER REMARKS:** During hours twr is clsd all ops in vicinity of arpt restricted to acft with VHF radio capability, unless an emerg exist necessitating UHF equipped acft to land.

GROMO TWO DEPARTURE

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

SL-465 (FAA)

YAKIMA, WASHINGTON



(NARRATIVE ON FOLLOWING PAGE)

NW-1, 23 SEP 2010 to 21 OCT 2010

GROMO TWO DEPARTURE

(GROMO2.GROMO) 07298

YAKIMA, WASHINGTON

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left, thence....

TAKE-OFF RUNWAY 22: Turn right, thence....

TAKE-OFF RUNWAY 27: Climb runway heading, thence....

....Intercept and proceed via YKM R-250 to the GROMO DME Fix (YKM R-250/9),
thence via (assigned transition).

GUBSE TRANSITION (GROMO2.GUBSE): From over GROMO DME Fix via 9 DME Arc
and V25 to GUBSE DME Fix.

HITCH TRANSITION (GROMO2.HITCH): From over GROMO DME Fix via 9 DME Arc
and V468 to HITCH DME Fix. NOTE: Climb in holding pattern NE of HITCH DME Fix,
right turns, 206° inbound to 8000 feet before proceeding on course.

PAPPS TRANSITION (GROMO2.PAPPS): From over GROMO DME Fix via 9 DME Arc
and V204 to PAPPS INT.

SIMCO TRANSITION (GROMO2.SIMCO): From over GROMO DME Fix via 9 DME Arc
and V448 to SIMCO INT. NOTE: Climb in holding pattern NE of SIMCO INT, right turns,
221° inbound to 12000 feet before proceeding on course.

SUNED TRANSITION (GROMO2.SUNED): From over GROMO DME Fix via 9 DME Arc
and V4-298 to SUNED INT.

TAMPO TRANSITION (GROMO2.TAMPO): From over GROMO DME Fix via V204 to
TAMPO INT. NOTE: Climb in holding pattern east of TAMPO INT, right turns, 250° inbound
to 8000' before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-YKM 110.1	APP CRS 274°	Rwy Idg TDZE Apt Elev	7604 1068 1099
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ILS Y RWY 27

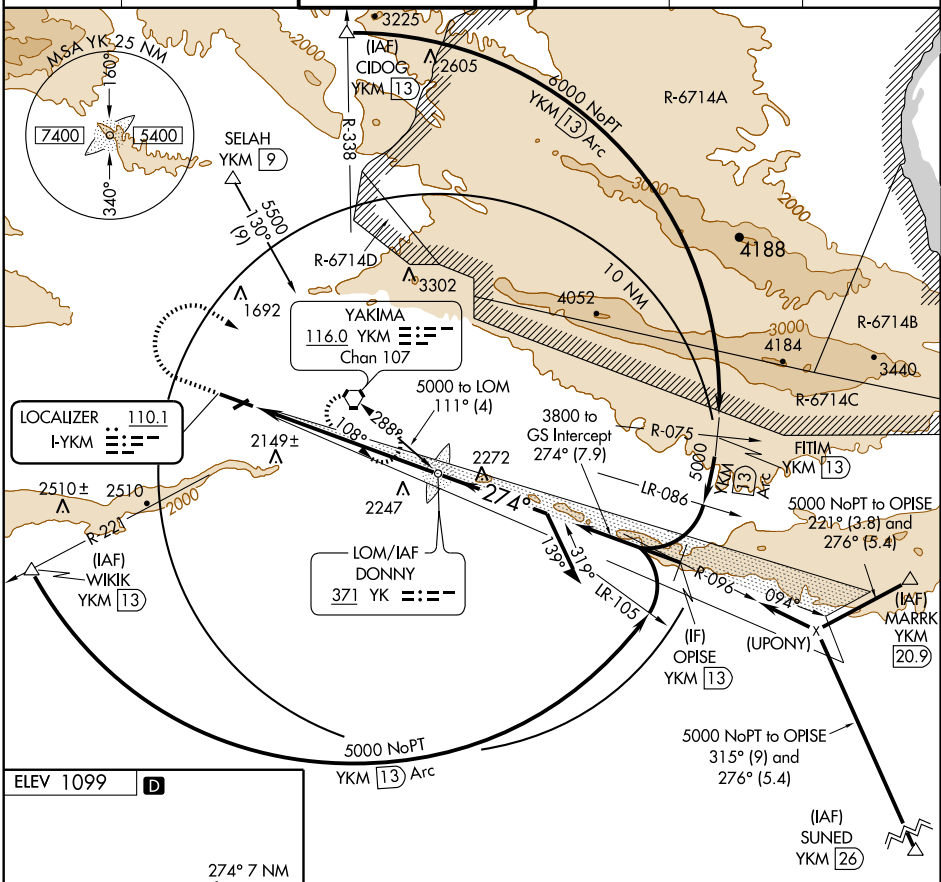
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

▼ For inoperative MALSR, increase S-ILS 27 all Cats visibility to 2 1/4.
▲ When local altimeter setting not received, procedure NA.



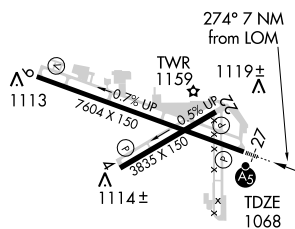
MISSED APPROACH: Climb to 2900 then climbing right turn to 4600 direct YKM VORTAC and hold, continue climb-in-hold to 4600.

ATIS 125.25	CHINOOK APP CON* 123.8 263.15	YAKIMA TOWER* 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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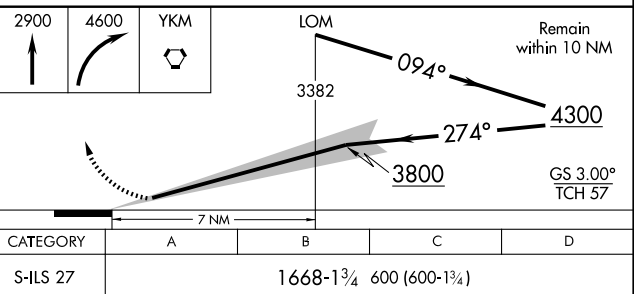


ELEV 1099

D



MIRL Rwy 4-22
 HIRL Rwy 9-27
 REIL Rws 4, 9, and 22



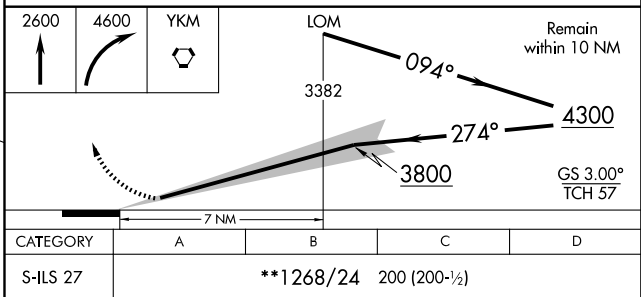
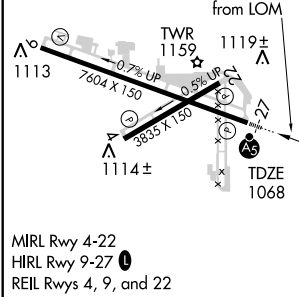
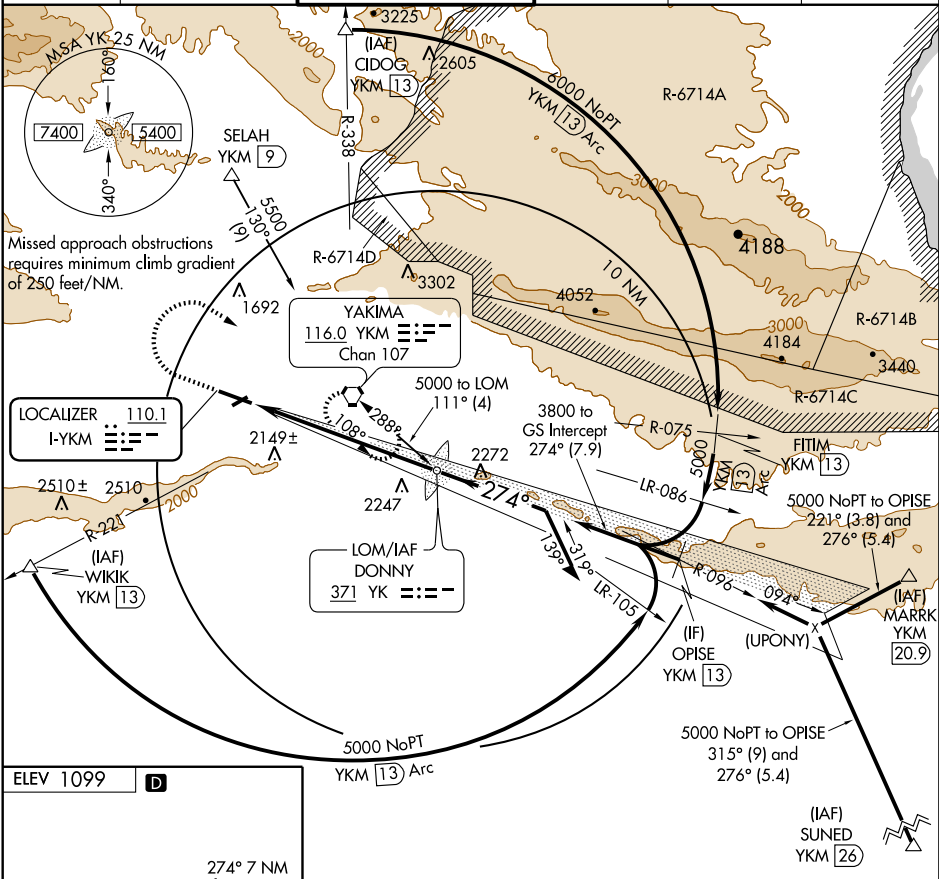
LOC I-YKM 110.1	APP CRS 274°	Rwy Idg TDZE Apt Elev	7604 1068 1099
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ILS Z RWY 27

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

V When local altimeter setting not received, procedure NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2600, then climbing right turn to 4600 direct YKM VORTAC and hold, continue climb-in-hold to 4600.
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ATIS 125.25	CHINOOK APP CON ★ 123.8 263.15	YAKIMA TOWER ★ 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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LOC I-YKM 110.1	APP CRS 094°	Rwy Idg TDZE Apt Elev	N/A N/A 1099
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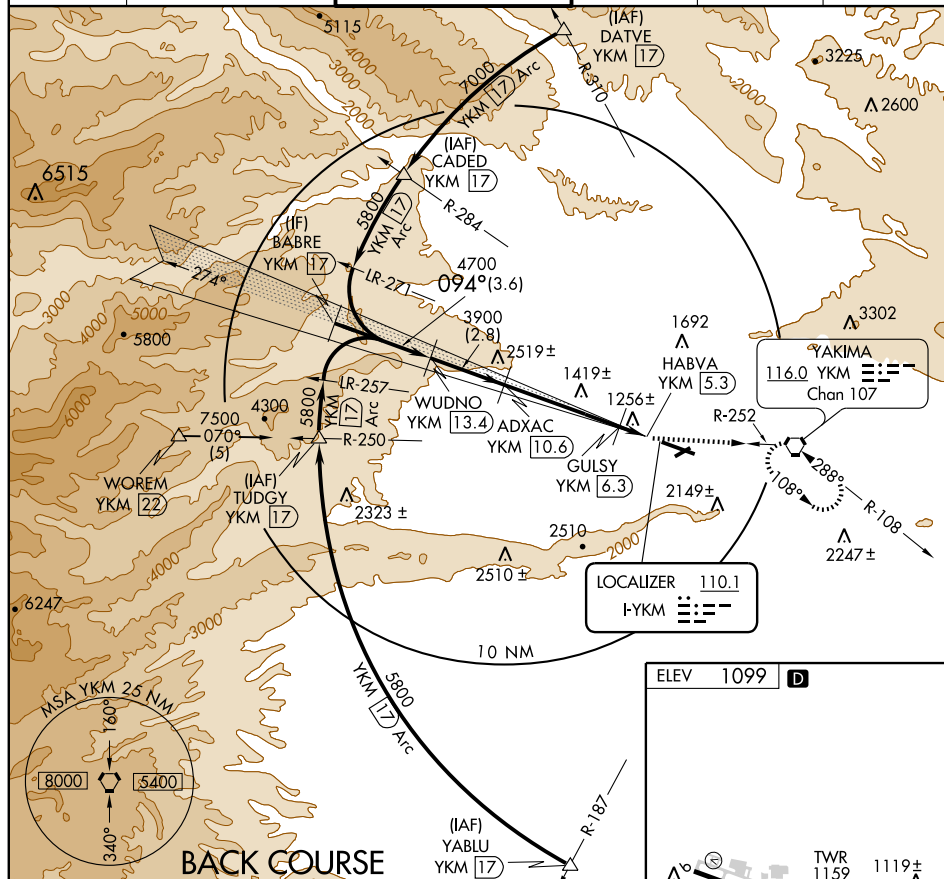
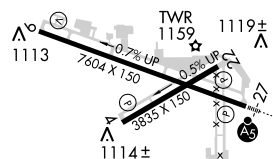
LOC/DME BC-B

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

Simultaneous reception of I-YKM and YKM DME required.
Circling NA south of Rwy 9-27.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4600 via
YKM VORTAC R-252 to YKM VORTAC
and hold, continue climb-in-hold to 4600.

ATIS 125.25	CHINOOK APP CON ★ 123.8 263.15	YAKIMA TOWER ★ 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 1099 **D**

<p>BABRE YKM 17</p> <p>WUDNO YKM 13.4</p> <p>ADXAC YKM 10.6</p> <p>GULSY YKM 6.3</p> <p>HABVA YKM 5.3</p>					<p>VGSI and descent angles not coincident.</p>		<p>4600 YKM R-252</p>	<p>YKM 116.0</p>		
Procedure Turn NA	5800		4700		3900		2160		Disregard glide slope indications.	
	3.6 NM		2.8 NM		4.4 NM		1 NM		0.6 NM	
CATEGORY	A		B		C		D			
CIRCLING	1760-1 661 (700-1)		1760-1 ³ / ₄ 661 (700-1 ³ / ₄)		1800-2 ¹ / ₄ 701 (800-2 ¹ / ₄)					

MIRL Rwy 4-22
HIRL Rwy 9-27
REIL Rws 4, 9, and 22

YAKIMA, WASHINGTON

Amdt 3 17DEC09

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

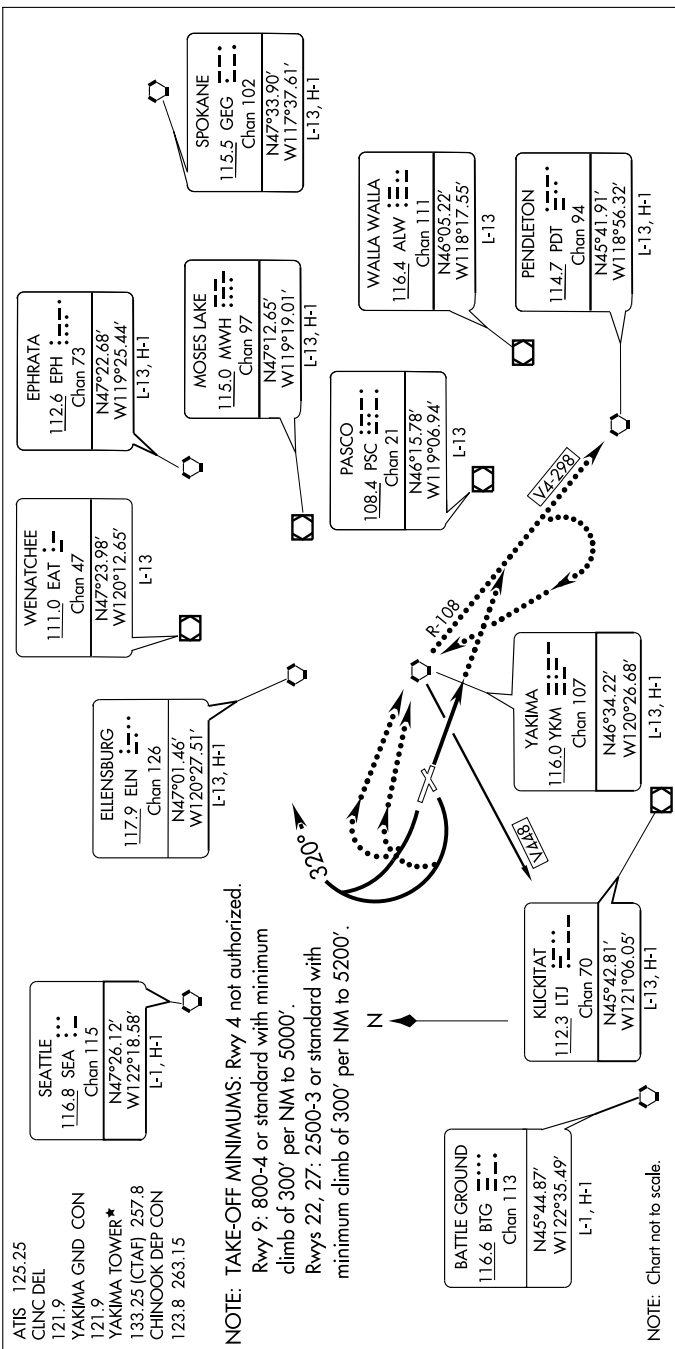
46°34'N-120°33'W

LOC/DME BC-B

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010



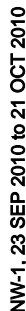
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Runway heading for vector to assigned route/fix. Thence
TAKE-OFF RUNWAY 22 and 27: Turn right heading 320° for vector to assigned route/fix. Thence
.... Maintain 10,000' or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received for one minute after departure: Rwy 9 climb runway heading and outbound YKM VORTAC R-108, Rwy 22, 27, climbing right turn direct YKM VORTAC and outbound YKM VORTAC R-108, Eastbound V4-V298 climb on course, other departures continue climb on YKM R-108 until reaching assigned altitude, (southwestbound V448 continue minimum climb of 300' per NM to 9500') then climbing right turn direct YKM VORTAC. Cross YKM VORTAC at or above MEA or MCA for route of flight.

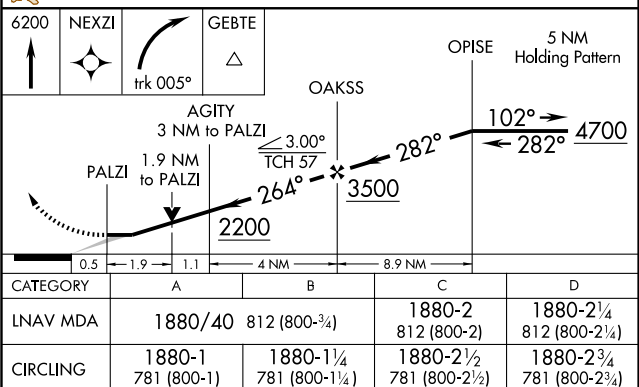
NW-1, 23 SEP 2010 to 21 OCT 2010

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

MISSED APPROACH: Climb to 6200 direct NEXZI and right turn via track 005° to GEBTE and hold, continue climb-in-hold to 6200.

UNICOM
122.95

MIRL Rwy 4-22
HIRL Rwy 9-27 **L**
REIL Rws 4, 9, and 22



YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

46°34'N-120°33'W

RNAV (GPS) Y RWY 27

WAAS CH 90512 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	7604 1068 1099
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RNAV (GPS) Z RWY 27

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)



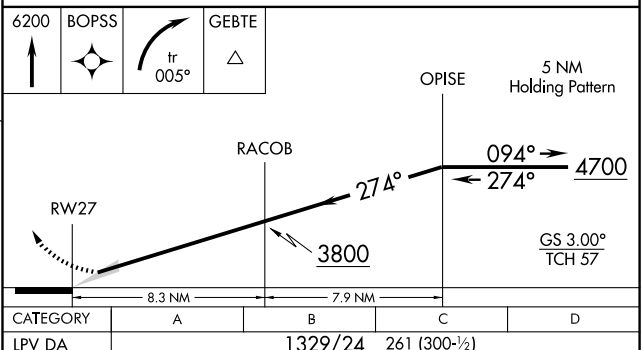
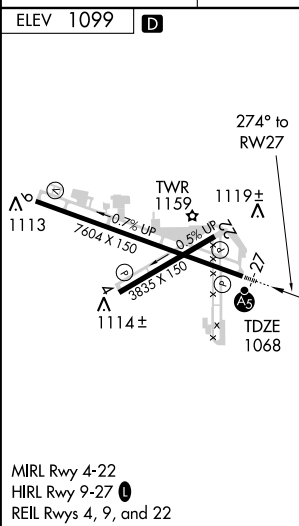
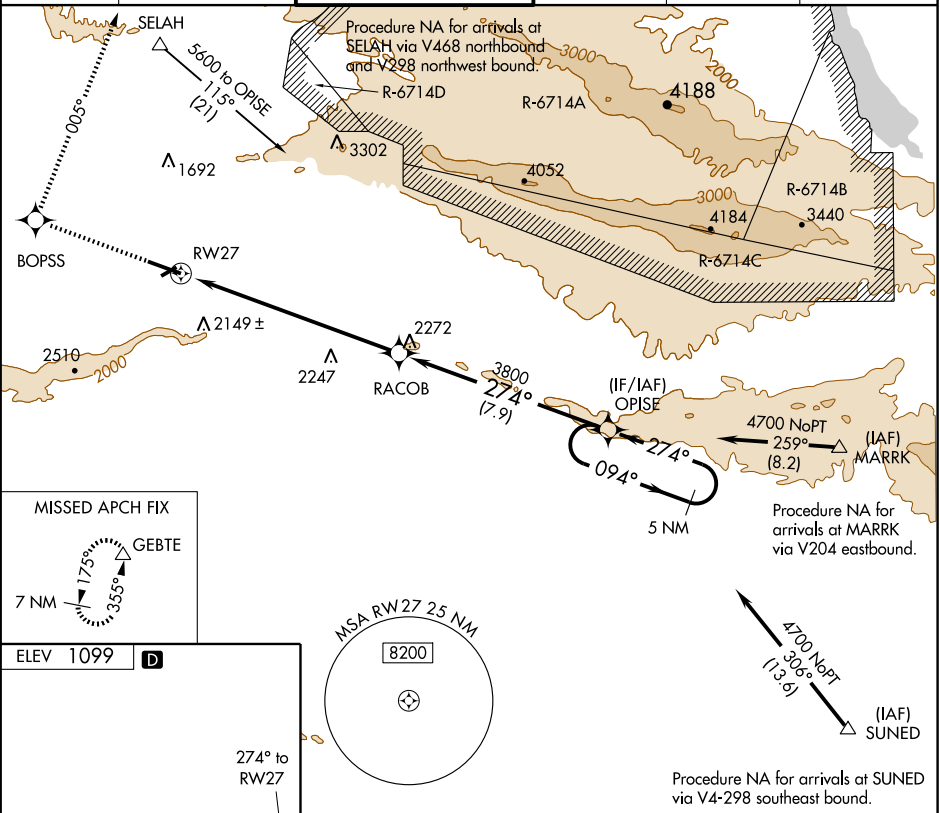
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. For inoperative MALSR increase
LPV all Cats visibility to RVR 5000.

MALSR



MISSED APPROACH: Climb to 6200 direct
BOPSS and right turn via track 005° to GEBTE
and hold, continue climb-in-hold to 6200.

ATIS 125.25	CHINOOK APP CON ★ 123.8 263.15	YAKIMA TOWER ★ 133.25 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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YAKIMA, WASHINGTON

Orig-A 29JUL10

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

46°34'N-120°33'W

RNAV (GPS) Z RWY 27

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC YKM 116.0 Chan 107	APP CRS 251°	Rwy Idg TDZE Apt Elev	N/A N/A 1099
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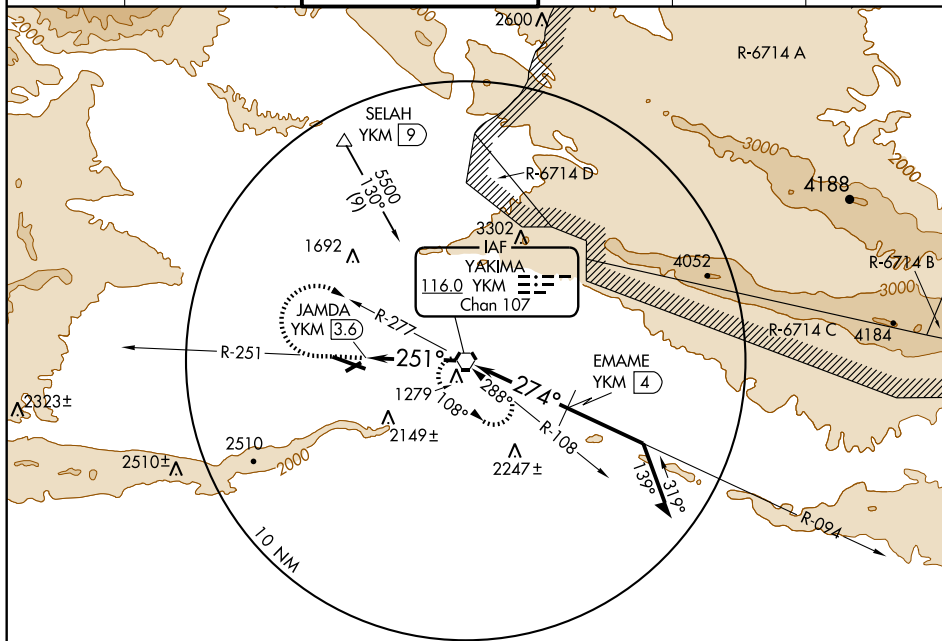
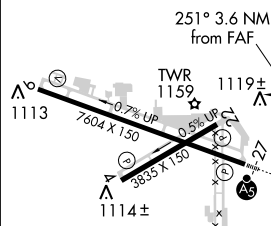
VOR-A

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

▼ DME required.
▲ Circling not authorized South of Rwy 9-27.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2600 via YKM VORTAC R-251 then climbing right turn to 4600 via YKM VORTAC R-277 to YKM VORTAC and hold, continue climb-in-hold to 4600.

ATIS 125.25	CHINOOK APP CON * 123.8 263.15	YAKIMA TOWER * 133.25 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 1099 **D**

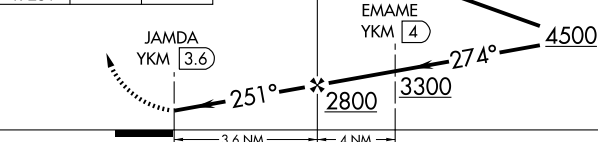
MIRL Rwy 4-22
HIRL Rwy 9-27
REIL Rws 4, 9, and 22

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

YAKIMA, WASHINGTON

Amdt 7 17DEC09

2600 YKM R-251	4600 YKM R-277	YKM 116.0
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CATEGORY	A	B	C	D
CIRCLING	1840-1 741 (800-1)	1840-1½ 741 (800-1½)	1840-2¼ 741 (800-2¼)	1840-2½ 741 (800-2½)

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

46°34'N-120°33'W

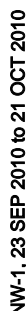
VOR-A

NW-1, 23 SEP 2010 to 21 OCT 2010

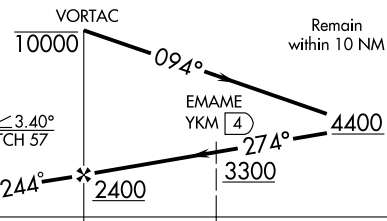
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN RWY 27
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

MISSED APPROACH: Climb to 2600 via YKM VORTAC R-244, then climbing right turn to 4600 via YKM VORTAC R-276 to YKM VORTAC and hold, continue climb-in-hold to 4600 (TACAN aircraft, continue climb to 5000 via YKM VORTAC R-108 to SUNED/YKM 26 DME and hold west, right turns, 108° inbound).

UNICOM
122.95

D



CATEGORY	A	B	C	D
S-27	2100/60 1032 (1100-1¼)	2100-1½ 1032 (1100-1½)	2100-3	1032 (1100-3)
CIRCLING	2100-1¼ 1001 (1100-1¼)	2100-1½ 1001 (1100-1½)	2100-3	1001 (1100-3)

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
VOR/DME or TACAN RWY 27

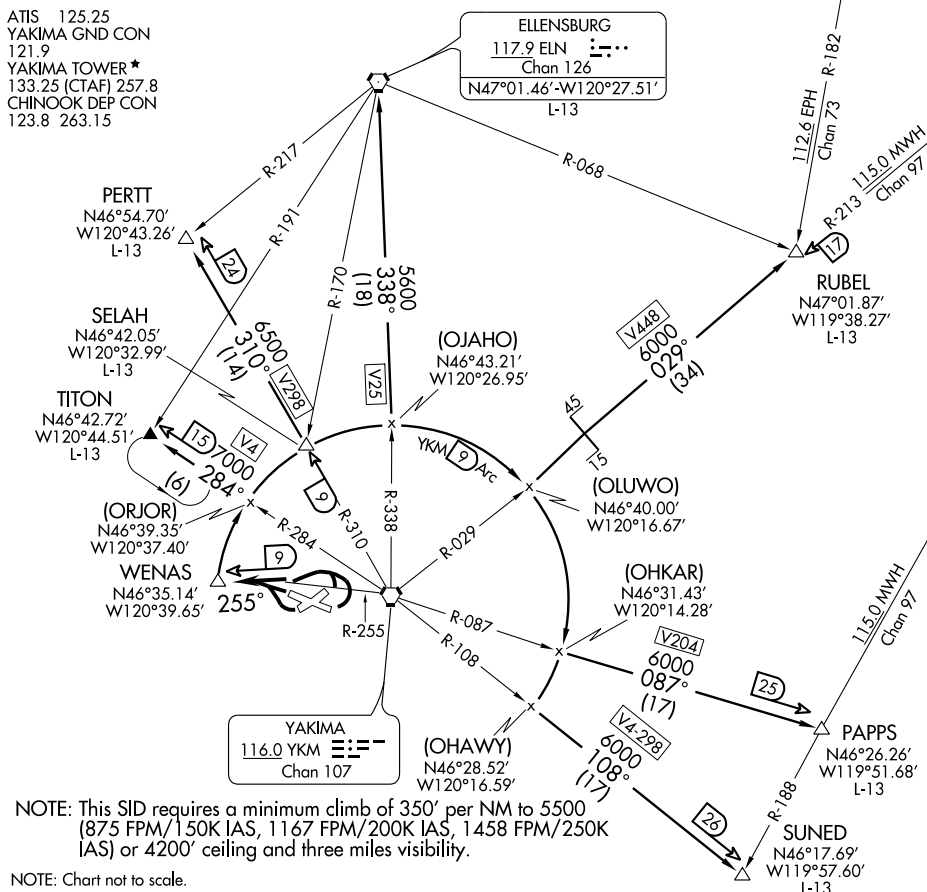
(WENAS5.WENAS) 10210

WENAS FIVE DEPARTURE

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
SL-465 (FAA)

YAKIMA, WASHINGTON

ATIS 125.25
YAKIMA GND CON
121.9
YAKIMA TOWER ★
133.25 (CTAF) 257.8
CHINOOK DEP CON
123.8 263.15



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left thence...

TAKE-OFF RUNWAY 22: Turn right thence....

TAKE-OFF RUNWAY 27: Climb runway heading thence....

....Intercept and proceed via YKM R-255 to the WENAS DME Fix (YKM 255/9) thence via (assigned transition).

ELLENSBURG TRANSITION (WENAS5.ELN): From over WENAS DME Fix via 9 DME Arc and V25 to ELN VORTAC.PAPP TRANSITION (WENAS5.PAPP): From over WENAS DME Fix via 9 DME Arc and V204 to PAPP INT.PERTT TRANSITION (WENAS5.PERTT): From over WENAS DME Fix via 9 DME Arc and V298 to PERTT INT.RUBEL TRANSITION (WENAS5.RUBEL): From over WENAS DME Fix via 9 DME Arc and V448 to RUBEL INT.SELAH TRANSITION (WENAS5.SELAH): From over WENAS DME Fix via 9 DME Arc to SELAH INT.SUNED TRANSITION (WENAS5.SUNED): From over WENAS DME Fix via 9 DME Arc and V4-298 to SUNED INT.TITON TRANSITION (WENAS5.TITON): From over WENAS DME Fix via 9 DME Arc and V4 to TITON INT.

NOTE: Climb in holding pattern Southeast of TITON INT, left turns, 284° inbound to 7000 feet before proceeding on course.

WENAS FIVE DEPARTURE

(WENAS5.WENAS) 10210

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
YAKIMA, WASHINGTON

NW-1, 23 SEP 2010 to 21 OCT 2010

YAKIMA FIVE DEPARTURE

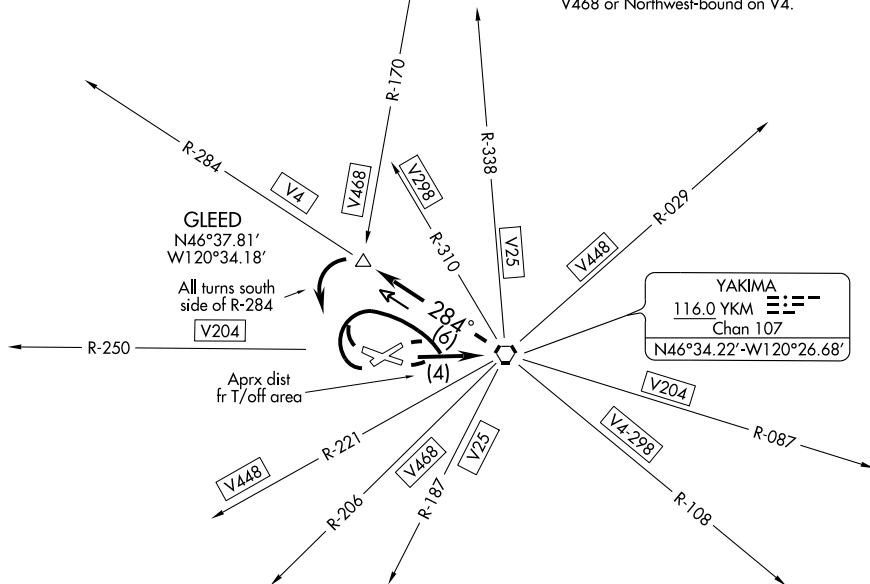
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
SL-465 (FAA) YAKIMA, WASHINGTON

ATIS 125.25
YAKIMA GND CON
121.9
YAKIMA TOWER★
133.25 (CTAF) 257.8
CHINOOK DEP CON
123.8 263.15

ELLENSBURG
117.9 ELN
Chan 126

NOTE: Minimum climb required:
Rwys 4 and 9 - 275'/NM to 1700
Rwy 22 - 350'/NM to 1700
Rwy 27 - 230'/NM to 2100

MINIMUM CROSSING ALTITUDES:
Eastbound on V4-298 2000'
Eastbound on V204 3000'
Northbound on V25 2800'
Northeast-bound on V448 3300'
Southbound on V25 4200'
Southwest-bound on V448 6800'
Southwest-bound on V468 2600'
Westbound on V204 3400'
Westbound on V468, V4 4100'
Northwest-bound on V298 2800'
Departures may be restricted to cross
GLEED INT at 5000' northbound on
V468 or Northwest-bound on V4.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 22 or 27: Turn right, thence....

TAKE-OFF RUNWAY 9: Turn left, thence....

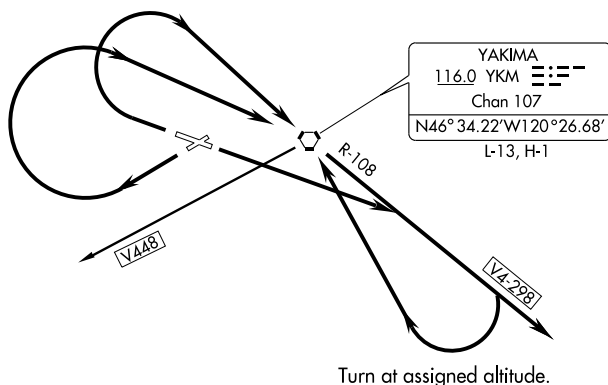
....Climb direct YKM VORTAC. Continue climb on YKM R-284 between the VORTAC and GLEED INT., all turns south of the 284 radial, to cross YKM VORTAC at or above (minimum crossing altitudes). Thence via (assigned route).

ATIS 125.25
CLNC DEL
121.9
YAKIMA GND CON
121.9
YAKIMA TOWER*
133.25 (CTAF) 257.8
CHINOOK DEP CON
123.8 263.15

NOTE: TAKE-OFF MINIMUMS: Rwy 4 not authorized.

Rwy 9: 800-4 or standard with a minimum
climb of 300' per NM to 5000'.

Rwys 22 and 27: 2500-3 or standard with minimum
climb of 300' per NM to 5200'.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb runway heading and outbound YKM R-108. Thence....

TAKE-OFF RUNWAYS 22 and 27: Climbing right turn direct YKM VORTAC and outbound R-108. Thence....

..... Eastbound aircraft V4-298 continue climb on course, other departures continue climb on YKM R-108 until reaching assigned altitude, (Southwestbound V448 continue minimum climb of 300' per NM to 9500'), then climbing right turn direct YKM VORTAC. All aircraft cross YKM VORTAC at or above MEA or MCA for route of flight.